

EXCLUSIVE INTERVIEW

McLAREN ACE LANDO NORRIS

THE VOICE OF BRITISH MOTORSPORT

MOTORSPORT NEWS

■ SEPTEMBER 23 2021 ■ EVERY THURSDAY ■ £3.99 ■ FORMERLY MOTORING NEWS



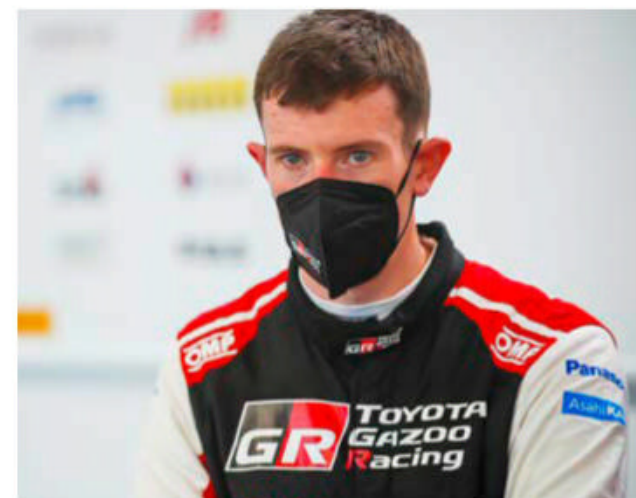
Formula 1's rising star tells MN he is driving better than ever in 2021 p28

Championship-chasing British driver expected to form backbone of 2022 attack

ELFYN TIPPED TO LEAD THE TOYOTA LINE INTO NEW-LOOK WRC



Evans is second in the WRC this year in the Yaris



Evans eyes a new deal with Toyota

By Matt James

British hero Elfyn Evans is set to be retained by the factory Toyota team as it prepares to embrace the World Rally Championship's new hybrid era.

The 32-year-old, who was runner up in the chase for the global crown in 2020, is set to be confirmed in his position at the wheel of the new-look Yaris Rally1. It is thought that Evans will line up alongside Kalle Rovanpera for a full campaign, with multiple title-winner Sebastien Ogier and Esapekka Lappi sharing another entry. Development driver Takamoto Katsuta will drive a fourth car.

Team boss Jari-Matti Latvala said: "I can't confirm that in this point but of course it's looking very good and I hope to have something to tell you in the near future. During October we have two important events and October is the month when we have to do that decision."

Evans joined the Japanese firm from M-Sport for the 2020 season. He has won four WRC rounds and is second in the hunt for this year's silverware.

Full story, p7

THE VOICE OF BRITISH MOTORSPORT
**MOTORSPORT
NEWS**

INTERVIEW

**READERS' Q&A:
ALISTER
MCRAE**

*Well-travelled WRC man
tackles your posers p20*



BTCC

**HILL HITS
HARD WITH
CROFT BTCC
BONANZA**

*Ford Focus man turns
up the tin-top heat p16*



K
KELSEYmedia



£3.99

CATACLEAN®

HALFORDS RACING WITH CATACLEAN



MAKE YOUR CAR A WINNER
ADD CATACLEAN TO YOUR TANK
TODAY AND HELP PASS YOUR
MOT EMISSIONS TEST



cataclean.com

COMMENT

Photos: Motorsport Images, Toyota Gazoo Racing, Jakob Ebrey, Richard Styles



The British Touring Car Championship will break some new ground this weekend

ON THE CUSP OF SOMETHING BIG

There will be an intriguing glimpse into the future at the British Touring Car Championship meeting at Silverstone this weekend. The first hybrid-spec tin-top will take to the track during the BTCC's official sessions as a gauge for teams and fans alike.

While Andrew Jordan, who will be at the wheel of the Speedworks Motorsport-operated Toyota Corolla test car, will contest free practice, the opening part of qualifying and the races (albeit from the pitlane), he will not be eligible for points and will be positively discouraged from being a thorn in anyone's side – particularly the championship chasers.

However, as a data-gathering exercise, it will be interesting, particularly as it will be played out in the full glare of a race weekend's media and public.

The BTCC car, which has already undertaken hundreds of miles of testing, features a boost button, which deploys the harvested extra power from the hybrid system for up to 15 seconds per lap. The development car should, by rights, be quicker than the opposition so lap time comparisons will be a strong indicator to the future for the UK's highest profile championship.

The BTCC is at the front of the hybrid curve and expect other leading national championships to look to this new way of becoming eco friendly soon too.

Most international championships have a programme to develop powertrains that are now on trend. The World Rally Championship is foremost among them with its new Rally1 rules that will be on stage next season – and one of those leading the line for the new technology will be Elfyn Evans.

The Welshman is tipped to retain his seat at Toyota as its new 2022 Yaris is taking shape, and that is full justification for the results he has earned to date. The 32-year-old who was, don't forget, runner up in the chase for the 2020 World crown, currently lies second in the points this year in the slipstream of his team-mate Sebastien Ogier. But Ogier, for so long the dominant force in the WRC, has decided on a part-programme next term.

That means 2022 should offer a more open title chase than it has been in many, many previous campaigns and Evans will be right at the forefront of this new era. It will be a clean slate for all the manufacturers and it will be a clean slate for the drivers too with no shadow hanging over them from Ogier. It could be the perfect time to write a brand new chapter in World rallying's history.

In this week's issue the subject of our readers' Q&A, Alister McRae, has been at the heart of rallying for more than 30 years. The Scot with the famous surname tells us about his career in rallying and how he had a habit of picking the right drive at the wrong time.

Matt James
Editor, Motorsport News
matt.james@kelsey.co.uk



MOTORSPORT NEWS

ISSUE MJ3301 SEPTEMBER 23 2021

IN THIS ISSUE

P7



A Brit in the WRC hotseat for 2022

Evans expected to renew deal with Toyota in rallying's top flight



P16

Touring cars hit the north

Hill and Moffat strut their stuff in the BTCC at Croft

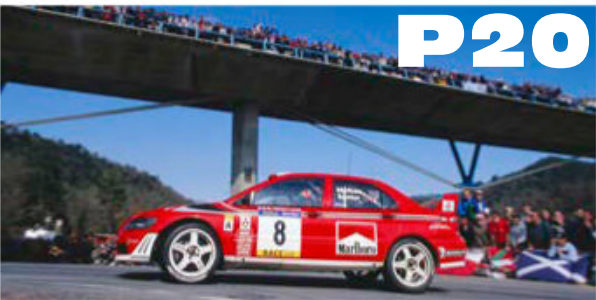
Multi-million pound traffic jam

Star cars and drivers come out to play at Goodwood



P18

P20



Alister McRae: A chip off the old rally block

The man with a famous rallying surname takes on the readers' posers

P28



Lando Norris on his stellar F1 career... to date

News: Racing	4
News: Rallying	7
Reports: National rallying	12
Report: World RX Latvia	13
Report: HRCR Ilkley Rally	14
News: Historics	15
Report: BTCC Croft	16
Report: Goodwood Revival	18
Q&A: Alister McRae	20
Report: National Hot Rods	27
Interview: Lando Norris	28
Report: National Racing	32
Column: Roman Bilinski	34
What's on/readers photos	35

FOR MOTORSPORT NEWS STAFF CONTACT DETAILS PLEASE SEE P35

RACING NEWS

IN BRIEF

Making your luck

Cranfield University motorsport MSc programme director Clive Temple has said it was science not luck that saved Lewis Hamilton in his infamous clash with Max Verstappen at Monza, wherein Verstappen's rear wheel was rebuffed from Hamilton's cockpit by the Mercedes' halo. The halo underwent extensive testing and research at Cranfield prior to its introduction.

Bulls' blame

Red Bull boss Christian Horner has said Max Verstappen's 11-second Italian Grand Prix pitstop, preceding his Lewis Hamilton clash, was due to human error resultant from the FIA's clampdown on quick halts. The clampdown was introduced on safety grounds from the Belgian Grand Prix, removing some elements of automation.

Alfa bravo

Kimi Raikkonen has confirmed he is fit to return to racing at this weekend's Russian Grand Prix. The 41-year-old Alfa Romeo driver missed the last two races with coronavirus. Formula 2 frontrunner Guanyu Zhou meanwhile has emerged as the favourite for Alfa's second F1 seat next year alongside Valtteri Bottas.

Turkey shoot

The chances of Formula 1's Turkish Grand Prix going ahead as scheduled on October 10 have received a boost with the UK government announcing that Turkey was to be taken off its Covid 'red list' from 0400hrs yesterday. This means those returning to England from Turkey will not have to quarantine.

Young guns

Formula 1 managing director Ross Brawn has said plans are in progress for compulsory rookie driver running in Friday's opening practice sessions from 2022. It is not yet clear how many weekends this will apply to, with dovetailing with sprint qualifying a potential complication, nor how rookies will be defined.

Mistaken identity

A Formula 1 fan from Liverpool while visiting the Netherlands for the recent Dutch Grand Prix was arrested at gunpoint after being mistaken for wanted Sicilian crime lord Matteo Messina Denaro. The fan visiting The Hague in the days after the race was blindfolded and led away by officers, but was later freed.

IndyCar early start

IndyCar has unveiled its 17-race schedule for 2022, which starts in the month of February with the St Petersburg curtain-raiser moving to February 27. The returning Iowa Speedway in July hosts the only double-header, while Long Beach reverts to April and Laguna Seca to the season-closer slot.



ASTON MARTIN STARTS WORK ON STATE-OF-THE-ART F1 FACILITY

British F1 team reaches for future with ambitious new complex while drivers retained for 2022

By Graham Keillor

Work started last week on the Aston Martin Formula 1 team's new state-of-the-art 400,000 square-foot campus following a two-year Covid-related delay.

The team stills operates from the Silverstone facilities that its predecessor Jordan team used from 1991, and as the

team's grown it has been increasingly reliant on temporary offices. The new campus will be built on land owner Lawrence Stroll acquired around the current premises. It will include a factory, windtunnel, conference centre, auditorium and heritage department.

Its final cost is estimated at £150-£200 million and the team hopes to move in at the end of 2022 or early 2023. It will be the

first F1 factory build from the ground up since the McLaren Technology Centre was opened in 2004.

Stroll said: "With the current factory, it would have really been difficult [to progress]. The communication isn't the best because everybody's dislocated all around various parts of the factory.

"So, the improvement in communications and research

development, in design, it was a necessity. We could not continue to grow, to the head count I want to grow to, with the existing premises."

The team has also confirmed that it will retain its current driver line-up of Sebastian Vettel and Lance Stroll next season. This was long expected though the wait to confirm drivers led to speculation that the team was considering a change.



Herta was the hot dog at Laguna Seca

HERTA DOMINATES WHILE PALOU NEARS INDY TITLE

Colton Herta won IndyCar's Laguna Seca round dominantly from pole while title leader Alex Palou strengthened his championship position by finishing second with just the Long Beach finale remaining.

Andretti Autosport's Herta remained in command throughout the race, keeping Ganassi chaser Palou at arm's length. This was Herta's second victory at the Californian track, while his father Bryan

also took two category victories at this venue. For both father and son their Laguna Seca wins also were back to back.

Herta's main threat came on lap two when team-mate Alexander Rossi sought to pass for the lead but ended up spinning onto the infield after slight contact, resuming at the back.

A charging Romain Grosjean completed in the podium for Dale Coyne Racing. Arrow McLaren SP's Pato O'Ward,

second in the table, finished fifth and Palou therefore increases his points lead over him from 25 to 35 ahead of this weekend's decider.

Herta said: "I enjoy racing here so much, for me and my family it's been so good to us. To go two for two was great. We were fast all weekend."

Palou added: "It was amazing, I was surprised that we were really competitive. We did the most we could."

MCLAREN STALWART NEALE TO DEPART COMPANY

McLaren's chief operating officer Jonathan Neale, who has been with the company since 2001, is to leave the outfit at an unspecified point later this year.

Neale joined McLaren initially as its Formula 1 operations director, before moving up to become the team's managing director in 2005, a role he held for several years. In 2015 he became acting chief executive and often represented McLaren in F1 team meetings, including in the strategy group.

As boss Ron Dennis's second tenure ended in 2016 Neale stepped away from day-to-day F1 operations and became chief operating officer of McLaren Group, encompassing McLaren Racing, McLaren Automotive and McLaren Applied Technologies. In this role he led the business's strategic operational and infrastructure planning. McLaren described Neale as pivotal in integrating the three McLaren businesses.

The change comes amid McLaren making major recent changes to protect its finances.



Neale: departing after 20 years

DI GRASSI SWITCHES TO VENTURI FORMULA E SQUAD

Formula E champion Lucas di Grassi will switch to race for Venturi Racing in the electric contest next season following Audi's departure from the championship.

The 2016-17 title winner has raced in Formula E with Audi since the category's inception in 2014; only he and Briton Sam Bird have contested every single FE race.

Di Grassi at Venturi will partner with 2021 runner-up Edoardo Mortara and the Brazilian's switch leaves race-winner Norman Nato without a drive. Di Grassi's representatives had been talking to several FE teams after Abt's plan to take over Audi's entry fell through.

Di Grassi said: "Anyone who knows me knows how competitive I am. The momentum [at Venturi] is really there, and they have shown clear improvements in every area."



Di Grassi gets new abode

RACING NEWS

SIMMONS TO MAKE FIA FORMULA 3 DEBUT AT SOCHI'S FORMULA 1 MEETING

GB3 star hopes F1 weekend outing will precede full-time international racing in 2022



Simmons: wants international

By Graham Keilloh

GB3 championship frontrunner Ayrton Simmons will make his FIA Formula 3 debut this weekend with the Charouz Racing System team supporting Formula 1's Russian Grand Prix at Sochi.

And Briton Simmons hopes

the appearance in its season-closer will precede racing in FIA F3 or another international contest full-time next year.

The 20-year-old returned to GB3, previously known as BRDC British F3, this season after a 2020 Euroformula Open campaign truncated by Covid-related budget issues. He currently sits second in the GB3 standings with four wins.

Simmons told Motorsport News: "We've been in touch with Charouz for a number of weeks now. One of their drivers [Hunter Yeany] pulled out; they asked 'could you do it?' They gave us plenty of time to find the money we needed.

"Ideally we wanted to do [international racing] this year or latest next year; we couldn't find the budget to do it this year.



Simmons will get his Sochi FIA F3 debut with Charouz

"But at the moment we're looking good budget-wise for next season. To do FIA [F3] would be great but there's also other options. We've started our budget for the season ahead [2022] very early on.

"It's going to be a lot to learn [at Sochi]: brand-new car; brand-new track; different compound tyres. It's going to be quite mind blowing. Not a lot of

drivers get to drive an FIA F3 car especially on the same weekend as a Formula 1 grand prix.

"I haven't even driven the car in the simulator yet. I'll turn up to Sochi as well prepared as I can. I've got one session and then straight into quali. There's zero expectation [for results]. It's about gathering as much information as you can if you do end up doing it next season."

Photos: Jakob Ebrey, Motorsport Images



Team Brit got a glimpse

TEAM BRIT ACES SAMPLE BRITISH GT BEFORE STEP UP

Team Brit drivers Aaron Morgan and Bobby Trundle got to sample the British GT championship's paddock at Oulton Park ahead of their planned step into the contest next year.

Morgan and Trundle with the all-disabled Team Brit squad are set to race in British GT's GT4 contest in 2022 in a McLaren 570S. Alongside commercial director Mike Scudamore and team videographer Darren Cook, they visited Oulton on British GT's race day 10 days ago as VIP guests.

Scudamore said: "Seeing the race and the cars first-hand boosted their confidence and motivation for racing at this level even more and I know they couldn't be more excited about the year ahead.

"Our team has grown in confidence, capability and support over the last year and we're moving towards our Le Mans goal at pace."

The team however confirmed to Motorsport News it will not go through with previous plans to compete in this year's British GT Donington Park season-closer taking place next month.

PULLING PULLS OUT OF BRITISH F4 REMAINDER

Abbi Pulling confirmed prior to last weekend's Croft round that she will not complete the British Formula 4 season due to budget issues.

The 18-year-old driving for JHR Developments was among this year's pre-season title favourites, returning to the contest after finishing sixth in the table last year. However this season has been frustrating and she sat eighth in the standings at the point she withdrew, her best results three third places. She has however impressed in two W Series appearances.

Pulling said on Instagram: "There has been so much potential shown throughout the year but runs of bad luck on track have limited me in securing any further funding for this year.

"I'm absolutely heartbroken; I thought this year would play out much differently. But it will only make me a better, more experienced driver. You haven't seen the best of me yet."



Pulling: frustrating year



Whitmore (25) was nudged into a spin by Ferguson (15)

WHITMORE SLAMS FERGUSON AFTER OULTON PARK CLASH

British GT racer Dave Whitmore has criticised GT4 rival John Ferguson after being taken out of Oulton Park's opening race in a clash with Ferguson's Speedworks Toyota.

It got Ferguson a 10-second stop-go penalty while Whitmore also had to miss Oulton's second race with resultant Ciceley Mercedes engine damage.

Whitmore told Motorsport News: "It was the best race that I've ever been involved in, I was in P2 [in GT4 Pro-Am]. And then the Toyota lad, he's had a few incidents this year, it's shocking. He was 0.8s behind me on the start-finish line, it's never on, but he decided to dive up the inside [at Old Hall], I'm round the corner and he hits my back wheel.

"The problem with British

GT is there's so much money on the grid they just don't care. And for the lads that are working so hard just to try and keep on the grid [it's tough]."

Ferguson told MN: "My fault. He braked a wee bit earlier and I was a wee bit late. I wasn't trying to pass and when I seen that I was going to play on the back of him I tried to get out of the way, but unfortunately I didn't."

FLETCHER HAILS TEAM TECH CHANGES AFTER FIRST POLE

Kelvin Fletcher has said a change in engineering direction by his Paddock Motorsport team is bearing fruit after at Oulton Park taking his first ever overall British GT pole.

This followed Fletcher alongside Martin Plowman finishing second in their Bentley Continental at Snetterton last month. They started the season racing with JRM Racing but switched to their own Paddock squad from round two.

Fletcher told Motorsport News: "Paddock, 12-18 months ago we were running, still are, Mazda MX-5s. The team should feel extremely proud.

"We've gone a different direction with the engineering for the last two rounds, and we're really bearing the fruits. The direction of the car is complementing mine and Martin's driving, so we can drive a little more instinctively.

"At the beginning of the year with JRM it just required a different driving style. I'm already stepping up into a GT3 having not raced for a year; we had to drive it as an aero car. We wanted to get back to some fundamentals and increase some mechanical grip. The Bentley is inherently a big bus, it will roll, we don't want to reinvent the wheel."



Fletcher's Paddock Bentley started from the front at Oulton

RACING NEWS

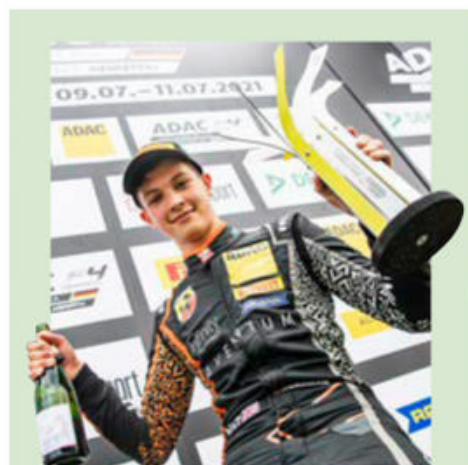
IN BRIEF

Dimitrov back
Georgi Dimitrov has joined Arden for the rest of this British Formula 4 season, starting last weekend at Croft. Dimitrov commenced the British F4 campaign with Richardson Racing, and won at Snetterton having missed Thruxton's season opener with illness. He subsequently struggled for results and missed Knockhill due to a testing crash injury.

Festival filling
As MN went to press last week the British Racing and Sports Car Club announced that it now has 50 entries confirmed for this year's landmark 50th running of the Formula Ford Festival, taking place at Brands Hatch at the end of next month. This was an increase of 20 entries over just the previous week.

Star search
Motorsport UK has launched its latest annual search for the young journalist and photographer of the year. Winners receive a trophy, a £1000 cheque and a year's provisional Guild of Motoring Writers membership. Candidates must have been aged 30 or under on January 1 2021; application forms are on Motorsport UK's website. Entries must be received by December 6.

Sign of the times
Next month's British GT Donington Park season-closer will include the championship's first pitwalk autograph session since before Covid. It is scheduled for the Sunday at 1155hrs-1225hrs and is free.



Bearman: in the top 10

BRDC YOUNG DRIVER LIST REVEALED

The 10 British up-and-comers on the shortlist for this year's Aston Martin Autosport BRDC Young Driver of the Year award have been named. The long-established award for young driving talent returns in 2021 after a year's Covid-related hiatus. The final 10 are Ollie Bearman plus his ADAC Formula 4 rival Luke Browning, GB3's Zak O'Sullivan and Ayrton Simmons, FIA F3's Jonny Edgar, W Series' Jamie Chadwick, Euroformula Open's Louis Foster, British F4's James Hedley and Matthew Rees plus Formula Regional European's Alex Quinn. The award's judging panel also may add a wild card based on late-season performances.



RISING STAR BROWNING SHOWS GROWTH IN GB3 OULTON OUTING



Browning "hopes he shocked a few people" at Oulton

Fortec team boss believes that competing overseas has helped the 19-year-old reigning British F4 champion mature

By Graham Keilloh

Fortec boss Richard Dutton believes Luke Browning has improved since his British Formula 4 championship-winning 2020 season after the teenager starred in his recent one-off GB3 appearance at Oulton Park.
ADAC F4 competitor Browning, back with the Fortec team with which he claimed his F4 crown, with minimal preparation narrowly missed pole for the first two GB3 races at his local track then finished a

close second on the road to champion-elect Zak O'Sullivan in race one – before a technical disqualification – and won race two. Browning then retired early from the wet reversed-grid race due to Shell Oils hairpin contact after passing "10 or 11 cars" within the first half lap. Dutton told Motorsport News: "If he won the [British F4] championship last year, which he did, I promised him a go in the Formula 3 car. So [I] just wanted to honour the agreement. "[He's been] very impressive, to come here without driving the

car. Living on his own in Germany and working with a German team he's really grown as a driver, as a person, over the last 12 months. Physically he's put on muscle." Browning told MN: "It was a last-minute thing; I just wanted to come back and do a little home showdown and see what we can do in the GB3 championship. "A second and a first isn't bad for a debut weekend. I hope this weekend has shown how fast we can be jumping into a new car and a new championship. I hope we shocked a few people."

TITLES AND RECORDS UP FOR GRABS AT LOTON PARK

This weekend's hillclimbing season final at Loton Park, as well as hosting the final two rounds of the British Hillclimb Championship, will settle the Midland Hillclimb Championship. Although Wallace Menzies is now secure as BHC champion,

other places in the top 10 are still to be resolved including the fierce season-long battle between the 1600cc cars of Eynon Price and David Warburton. The outright hill record of 43.18 seconds, held by Sean Gould since June, will come

under attack at the culmination of a season that has already re-set records at four of the hills visited. The Midland series has had a record year with over 150 registered contenders and will be resolved between Paul Howells (Porsche 911) and Ash Mason (Westfield).



Howells in his 911 is looking for the Midland title



Moyers (r) with Mills has won Hayes twice

MOYERS TO TAKE ON WALTER HAYES AND FESTIVAL

Two-time Walter Hayes Trophy winner Michael Moyers will return to the track this autumn to compete in both the Silverstone Formula Ford showpiece and make his Brands Hatch Festival debut. Moyers will race in both FF1600 end-of-year blue-riband events with Kevin Mills Racing. Moyers with Kevin Mills' team won the Walter Hayes in 2017 and '18, and competed at the front in both of the last two

events. Only Joey Foster and Peter Dempsey have won the Hayes three times. Moyers told Motorsport News: "I'm almost done with regards to competing in National Formula Ford level and I'm looking at moving into historic motorsport next year. So I thought before I walk away I want to have at least one shot at the Festival. "I'm testing next week at Silverstone, then we'll be straight into testing at the end

of October for the Festival. "I'm not just going to do something to make the numbers up. I'm doing it because I believe I've got a serious chance of being competitive. I want my name on the board in the Kentagon as a Festival winner and to go down as a [record] three-time winner of the Hayes, I'd be over the moon with that. I would be relaxed about walking away. I still feel there's quite a bit of unfinished business."

COMEBACK EX-BTCC PALMER SET FOR FESTIVAL

Former British Touring Car Championship racer Derek Palmer has ended a three-year racing break to switch to Formula Ford and plans to contest the Festival at Brands Hatch at the end of October. Scotsman Palmer, 34, raced in the BTCC in 2015 and is now

enjoying the challenge of learning about single-seater racing under the wing of Graham Brunton. Previously all of his racing had been in saloon and touring cars as he followed in the wheel tracks of father Derek Sr. Palmer, who now lives and works in Switzerland, started his

single-seater sojourn earlier in the summer in a Swift SC92F but has recently raced a Ray GR10 from Brunton's Knockhill-based team. "It's a toe in the water," Palmer said. "This is just for fun. But if another touring car opportunity came up, I'd jump at it."



Palmer has switched to Formula Fords after hiatus

RALLY NEWS

EVANS LINED UP FOR FRESH TOYOTA WRC DEAL IN 2022

Welshman ready to embrace hybrid era by remaining at Japanese firm

Photo: mcklein-imagedatabase.com, Toyota Gazoo Racing, M-Sport



The Toyota Yaris man has been round winner

By Graham Lister

Toyota is set to announce Elfyn Evans next month as part of its World Rally Championship driver line-up for a third season.

Team chief Jari-Matti Latvala plans to confirm who will be at the wheel of the squad's fleet of Toyota Yaris Rally 1s, potentially during the gap between the events in Finland and Spain.

As has been reported by Motorsport News, Frenchman Sebastien Ogier, who is heading for an eighth World crown, is expected to undertake a five-

event campaign as part of a car share arrangement with Toyota returnee Esapekka Lappi. Welshman Evans and Lappi's fellow Finn Kalle Rovanpera are set to mount full-season bids having tested the hybrid-era Yaris Rally 1.

A fourth Yaris will again be entered for Toyota's development driver Takamoto Katsuta, although it's understood that the Japanese will not be nominated to score manufacturers' championship points during the season.

Although Ogier's plans for a reduced schedule are widely known, Latvala insisted a deal still hasn't been done



Evans is set to rally on for Toyota as it tries to fix line-up for 2022

when quizzed ahead of the Acropolis Rally earlier this month.

"Nothing has been decided," he said. "For sure he will want to drive in Monte, this is clear. Then he's said he's not so eager to be in Sweden. Then he's mentioned four to five rallies is something he was thinking, but these are the discussions we have had so far but nothing has been decided."

Asked if Evans and Rovanpera will be onboard, Latvala said: "I can't confirm that in this point but of course it's looking very good and I hope to have something to tell you in the near future. During October we

have two important events and October is the month when we have to do that decision."

Lappi will drive a fifth Yaris in Finland and Latvala confirmed his performance will be closely followed by Toyota management.

"Esapekka is in the strongest position for us to have in the team next year. But there are still many drivers not having a seat that we could have for next year so there are still drivers on the market. But I really hope Esapekka will do a good event [in Finland], have a good feeling then of course this will help our decision."

MUSICAL CHAIRS IN THE CO-DRIVERS' SEAT IN LEADING CAR FOR FINLAND

Adrien Fourmaux and Oliver Solberg will have new co-drivers onboard when Rally Finland takes place next month.

M-Sport driver Fourmaux has split with Belgian Renaud Jamoul, while Solberg has ended his partnership with Irishman Aaron Johnston.

Frenchman Fourmaux had worked with Jamoul since 2019, while Solberg recruited Johnston for the start of that season. Writing on social media, Fourmaux thanked Jamoul for agreeing to partner him in the first place.

"Thank you for accompanying me to my international debut and for agreeing to co-pilot the young,

ferocious pilot that I was. From the first point in the World [championship] to the first [stage win] in a WRC to the ERC victory in the Canary Islands, but also the laughs. I wish you all the best for your future, I'm convinced you will achieve great things."

Solberg wrote: "After nearly three fantastic years working together we've decided to go our separate ways. It's been an incredible time and one I will never forget. I would like to say a big thank you to Aaron for all of his hard work and professionalism."

Although Rally Finland entries closed on August 31, regulations allow teams to change one element of each entry submitted.

WRC 2021 CO-DRIVER CHANGES

Adrien Fourmaux: Renaud Jamoul > Alexandre Coria
Cus Greensmith: Elliott Edmondson > Chris Patterson > Stuart Loudon > Chris Patterson
Takamoto Katsuta: Daniel Barritt > Keaton Williams
Pierre-Louis Loubet: Vincent Landais > Florian Huat-Labourdette
Andreas Mikkelsen: Ola Floene > Jonas Andersson (ERC only) > Elliott Edmondson
Thierry Neuville: Nicolas Gilsoul > Martijn Wydaeghe
Oliver Solberg: Aaron Johnston > Seb Marshall > Aaron Johnston > TBA
Dani Sordo: Carlos del Barrio > Borja Rozada > Candido Carrera



Fourmaux will have a new man calling the notes on Rally Finland



Acropolis got rave reviews

JAPAN'S AXE WON'T AFFECT WRC SLOT IN THE FUTURE, SAYS PROMOTER

WRC Promoter remains committed to restoring Rally Japan as a round of the World championship after the event was cancelled for a second consecutive season due to Covid-19.

The Tarmac round had been set to host the 2021 finale but has been replaced by Rally Monza as a result of restrictions to enter Japan because of the pandemic.

WRC Promoter boss Jona Siebel said: "We are obviously tremendously disappointed at the cancellation, for unavoidable reasons, after so much hard work. We remain totally committed to returning to Japan in 2022 when we're sure conditions will allow," he added.

Japan is one of nine confirmed events for 2022 along with Acropolis, Estonia, Italy, Monte Carlo, Portugal, Safari, Spain and Sweden. Rally Northern Ireland is vying for one of the four remaining calendar slots with Croatia, Finland and New Zealand also in contention.

EUROPEAN AND WORLD SERIES AT LOGGERHEADS OVER BIKER ROSSI

Efforts to secure MotoGP legend Valentino Rossi's participation on Rally Monza has resulted in the final rounds of the European and World championships taking place on the same November weekend.

Monza's return as the WRC closer for a second season in place of the cancelled Rally Japan, was announced after last week's edition of MN went to press.

It's scheduled for November 19-21 with the European Rally Championship

season-deciding Rally Islas Canarias running from November 18-20.

It will be the second time that the ERC and WRC will go head-to-head this season following the scheduling of Rally Serras de Fafe e Felgueiras in Portugal and Rally Finland on the same early October weekend.

ERC bosses would not comment on the clash, while it is understood Rally Islas Canarias cannot change dates to accommodate Rally Monza.

Meanwhile, Andreas Mikkelsen leads both the ERC and WRC2 standings and his Toksport WRT outfit is expected to transfer his planned Rally Japan entry to Rally Monza, leaving his Rally Islas Canarias participation in doubt. That's unless he and Toksport secure the WRC2 drivers' and teams' titles on Rally Spain in mid-October.

Both championships will be promoted by the same firm, WRC Promoter, from 2022.



Rossi has prompted date woe

AUTOSPORT INTERNATIONAL

13-16 JANUARY 2022 | NEC BIRMINGHAM

EUROPE'S BIGGEST MOTORSPORT EVENT IS BACK!

3 SHOWS IN 1

PERFORMANCE & TUNING
CAR SHOW

**THE RACING
CAR SHOW**

**ENGINEERING
SHOW**

PLUS THE BUSINESS LEADERS FORUM & LIVE ACTION ARENA

KICK START YOUR MOTORSPORT SEASON...

- *TRADE ONLY DAYS THU & FRI. OPEN TO ALL ACROSS THE WEEKEND*
- *NETWORK ACROSS THE INDUSTRY*
- *DISCOVER LATEST INNOVATIONS & TRENDS*
- *DRIVE BRAND AWARENESS & SALES*
- *LEARN FROM INDUSTRY PROFESSIONALS*
- *TRADE & CONSUMER SHOW*

PLUS

- *INTERNATIONAL BUSINESS LOUNGE*
- *PRODUCT SHOWCASE AWARDS*

4 DAYS | 90,000 VISITORS | 600 EXHIBITORS | £50m* BUSINESS DONE

Secure your exhibitor space today. Visit [Autosportinternational.com](https://www.autosportinternational.com)

LATEST SHOW EXHIBITORS CONFIRMED

HPtuners

AP
RACING



Eibach
RACING

HRX
RESPONSE MOTORSPORT

NATIONAL
MOTORSPORT
ACADEMY

XTRAC

Hor Williams
Trailers

A
motorsport
NETWORK
COMPANY

*2019 trading performance

**TRADE & PUBLIC
TICKETS
ON SALE SOON!**

RALLY NEWS

Photo: Jakob Ebrey, Eddie Kelly



Accumulating points
has kept Pryce in frame

PRYCE AWARE HE NEEDS WINS TO STAY IN BRC TITLE FIGHT

Volkswagen man is aiming high to keep him on top of the points system

By Luke Barry

Osian Pryce says a first British Rally Championship victory since 2014 on this weekend's Trackrod Rally Yorkshire is vital to keep him in the title race.

The Volkswagen Polo GTI R5 hasn't been off the podium all season and is second in the standings, one point shy of M-Sport's Rhys Yates.

But with the five best scores of seven to count, Pryce believes he needs to start recording higher scores to stay in the title fight.

He said: "We need to get the high numbers in because while being consistent is good, with the way the points structure works it doesn't really

win the championship unless we lose a round," he told MN. "That's the only way it would pay off as the dropped-score rule would change slightly. This is what I've got in the back of my mind this year with the uncertainty of everything, you've got to be there at the end on every round.

"Matt [Edwards] is still in a very good position considering he's dropped a round, so he's probably in the best position even though he's not actually top of the board so again we need to get a win in to get up the road a bit more on points."

Edwards won the Nicky Grist Stages but was a penalised fourth at Oulton Park and retired from the Grampian Forest Stages with a mechanical problem. Yates meanwhile has

been earmarked as the other likely title challenger and is in pursuit of his first BRC round win ever.

Yates said: "I'll be the first to admit we have been a little off the pace this season and have had our fair share of the luck not being on our side, but I need to up my game and get my first BRC win. That's the plan in Yorkshire."

Grampian winner Matthew Wilson, four-time BRC champion Keith Cronin and Ollie Mellors – who returns to BRC action after that terrifying Nicky Grist crash – will also bring the challenge.

Neither Sam nor Josh Moffett will compete as BRC1 entry numbers drop into single figures for the first time this season.



Pryce: dropped score will hurt

STONE THE LATEST TO TRADE WORLD RALLY CAR FOR R5

Asphalt Championship regular John Stone has done a car swap deal, trading his Ford Fiesta WRC in exchange for Irishman Marty McKenna's Volkswagen Polo GTI R5.

Stone took delivery of the car last Thursday but opted out of last weekend's Greystoke Stages.

Stone told MN: "It was a big wrench to be honest. It's [the Fiesta] been a great car, it's been the most reliable thing that we've ever had... but, I just feel that it's getting a bit outgunned now.

"I felt I drove well on Epynt [Mewla Rally] for eighth place. It was hard because they weren't putting the times up, but it was a shock when they gave us the times at the end, and I was on the rev-limiter everywhere and felt it was going quite well – but not quite enough. So we needed to make the jump into a more modern car."

The decision to acquire a Polo was made after watching coverage back of the Three Shires Stages. Stone felt the VW "looked and sounded the best of the R5s" after watching footage.

Although the Polo has come with a gravel kit, Stone's first test event will be next week's asphalt Isle of Man Pokerstars Rally.

"We've got to build for next year now because the championship's been cut short and we didn't finish the Three Shires so we've nothing to gain really other than get some miles under our backside," he said.



Stone has McKenna's Polo

IN-FORM PEARSON STAYING GROUNDED IN QUADRUPLE CHAMPIONSHIP PUSH



Pearson might look to extended programme as he chases titles

Garry Pearson heads into this weekend's Trackrod Rally Yorkshire in a strong run of form, but still believes there's more to come from him and the Skoda Fabia R5.

Pearson is in contention for the British National, BTRDA Gold Star, Scottish and Welsh Rally Championship titles this season and leads both the BTRDA and the Welsh as well as the Scottish when dropped scores are factored in.

The Trackrod counts towards BRC National and BTRDA and Pearson, despite winning the most recent round of both, feels there is more speed to be unlocked from the Skoda. This weekend will be his fifth start in the Dylan Davies Rallying-hired machine.

Pearson told MN: "We have more pace in the car. It's not massive but there is more pace that we've not had to use yet.

"We've changed a few things in our preparation. We're always improving our preparation and we're now making little changes to the car which is helping us be a little bit quicker. Instead of just jumping into a hire car and going for it we're actually making small improvements."

Asked if he had a priority in terms of a title to win this year, Scotsman Pearson added: "The Scottish would be nice, I've tried to do that for a while and we're placed quite well going into the final round of that, but the plan at the moment is to take it round by round. BTRDA

we've obviously been strong, we've won the last two.

"Ultimately to finish the four we'd need to go and find some budget support, it's definitely a lot more events than we wanted to do but at the end of the day it's working out quite well. I've never won a national championship except British junior championship, so I wouldn't write [any of them] off. Realistically if I've got a chance of winning a national championship, I'll find the budget."

This weekend however, he's staying grounded: "Ultimately we'll just go and do our rally and see where we come out," he said.

RALLY2 REGULAR YOUNG GIVES THUMBS UP TO RALLY3 MACHINE FOR CLUBMEN BATTLERS

Scottish driver Rory Young thinks the Ford Fiesta Rally3 would appeal to a lot of clubmen competitors after he recently tried the car on the Galloway Hills Rally.

Young, who usually hires a Fiesta Rally2 from Dom Buckley RSC, became the first privateer driver to drive a Rally3 in the UK.

He told MN he wanted to use the car to

improve his driving as he felt a more powerful car could mask driving issues and also because he was intrigued by what it could do.

He explained: "It's 70% the car of an R5 [Rally2] but 50% of the cost, it's quite a surprising thing, quite a capable car. It makes complete sense what they've done. I can't help but think it will be quite a successful category."

Young reckons the car will be suited to drivers of Group N cars who are looking for something more modern. "People might view it as a bit of backward step going from a two-litre turbocharged car to a 1.5-litre, three-cylinder but I can tell you now, there's a lot of people out there who would really, genuinely enjoy it," he added.

"It's a far more rewarding vehicle.

It'll be surprising the number of clubmen that might appear out in them just as an alternative to the ageing Group N cars."

The car that Young drove has since been shipped to America, preventing any further outings in 2021. Young said: "Unfortunately, unless we can sneak a trip to the Carlisle Stages, I suspect that's probably the end of the season for me."



Young was impressed with the Ford

RALLY NEWS

BAKKERUD SIGNS FOR SUBARU FOR NITRO RX

Norwegian rallycross ace Andreas Bakkerud has signed for the Subaru Motorsports USA team to partner Scott Speed and series founder Travis Pastrana in the first Nitro Rallycross series, which begins this weekend.

Bakkerud will drive one of the team's Subaru WRX STIs in the campaign that gets underway at Utah Motorsports Complex.

"This is a big opportunity for myself, with a whole new concept of rallycross. I can't wait to go over there to the US and give it my all," said the World RX regular.

British drivers Liam Doran and Oliver Bennett will also compete in the full five-round campaign, Doran racing an Audi S1 for the EKS JC-run Monster Energy RX Cartel squad while Bennett will campaign his Xite Racing-developed BMW Mini.

Winners of 2021's first three World RX rounds, Kevin and Timmy Hansen, will also race in a brace of Peugeot 208s, although World RX points' leader Timmy Hansen is only expected to race in the opening two rounds.



Bakkerud to race Impreza

JWRC CONTENDERS TO SAMPLE HISTORIC REGULARITY RALLY

Jon Armstrong to drive historic Mini-Cooper on HERO Challenge season finale

Photos: Jakob Ebrey, Subaru, HERO



JWRC winners go old school

By Nick Garton

Junior WRC frontrunner Jon Armstrong and co-driver Phil Hall will prepare for this season's finale in Spain by contesting a regularity rally in a 1968 Mini-Cooper.

The pairing will join the HERO Challenge Three this weekend, when the field of contenders arrives for the final event of the series, which is due to take place at Bicester Heritage.

Armstrong's career started in single-venue ralliesprints and the format holds no great fears, as he prepares to take the wheel of one of HERO ERA's arrive-and-drive fleet of historic.

He said: "Navigation rallies are very big in Ireland. "They are called night

navigation rallies out around the lanes, but I was always fascinated though because there are certain aspects that seemed to improve rally driver's skills when they've been brought up doing night navigational events. They pick up certain skills that make them better in stage rallying, it's really good for co-drivers and navigators too, but I am looking to improve as a driver overall."

After their victory on the penultimate JWRC event of the year, Armstrong and Hall lie just three points off the championship lead as they head for the deciding event on 14-17 October.

The HERO title battle in Bicester meanwhile will be decided by the battle between the Saab 900 Turbo of Alistair Leckie and Angus McQueen's BMW 323.

CAVE UNLIKELY TO ENTER MORE BRC EVENTS IN 2021

Tom Cave is pessimistic over his prospects of a British Rally Championship return in 2021, admitting "circumstances don't allow" it.

Cave entered the Nicky Grist Stages in a Ford Fiesta Rally2 and pushed Matt Edwards hard for victory, losing out by just five seconds. He told MN after the rally that he'd aim to try and do this weekend's Trackrod Rally Yorkshire but that hasn't materialised, and a Cambrian entry – which

had also appeared likely – looks infeasible too.

"I want to be competing, so do other people, but circumstances don't allow unfortunately," Cave said. "Obviously the Nicky Grist was... just going to be a one-off for the year because there's nothing else, no talk of anything else afterwards. [It's] frustrating, of course it would have been nice to have gone up and done the Trackrod, I wanted to do it but

we're just not in a position to at the moment."

The 29-year-old from Aberdyfi also ruled himself out of an entry on the Cambrian Rally later in the year, saying: "I'd rather put my efforts into next year really if we can. It would be fantastic to have a go in the new Rally2 Hyundai if ever that becomes available, I would love to do an event in that if we could, but at the moment there's nothing confirmed unfortunately."



Cave: focusing on 2022 plans after hopes of competing on Trackrod and Cambrian fade



Atlantic adventure extended Mikkelsen's ERC lead

MIKKELSEN HAILS ELLIOTT AFTER AZORES ERC WIN

Andreas Mikkelsen made full use of his British connections to win the Azores Rallye for a second time and his extend his European championship lead to 34 points in the process.

Mikkelsen's Skoda Fabia Rally2 Evo was hired from former British championship frontrunner Neil Simpson

because his regular Toksport WRT-owned car, class winner on the previous weekend's Acropolis Rally, wasn't available in time.

The Norwegian also made it two wins out of two alongside British co-driver Elliott Edmonson.

"It worked really, really well

with Elliott," Mikkelsen said following a close battle with Hyundai WRC star Dani Sordo. "We built on [what we did in] Greece and I'm getting more and more used to [English pacenotes].

"It's getting better and better all the time, I felt comfortable and the championship is

looking good for me now."

Azores rookie Sordo won three stages in the MRF tyres-equipped Hyundai i20 R5 and led by 0.1 seconds heading into the final trio of stages, but having depleted his supply of new tyres, Sordo was unable to keep Mikkelsen at bay during the afternoon loop.

McERLEAN ENTERS WRC SPAIN, FULTON NEW FULL-TIME CO-DRIVER

Josh McErlean will enter his third World Rally Championship event of the season on next month's Rally Catalunya, partnering with James Fulton on a permanent basis after a changing line-up

of co-drivers recently.

"It's preparation for the future, we're just trying to build up for 2022," McErlean told MN. "It's going to be a different nature of road, completely different rally to Ypres so a new challenge but

looking at previous onboards from years gone by, there's quite a lot of stages the same. However, the local drivers will have a lot of local knowledge but this is what you face in these rallies so we have to go and do

the best we can and hopefully show some good speed."

McErlean will also fly out to complete a full recce for Rally Finland next Monday in a bid to further increase his knowledge of fast gravel rallies.



James Fulton will call the notes for McErlean in Spain

BURTON

Fast mail order worldwide.
Order online.
www.burtonpower.com

Follow us on Facebook
for latest news



Europe's Leading Classic & Performance Ford Specialist



Order Online
Mobile and tablet
friendly website

www.burtonpower.com

- Secure online ordering
- Tuning guides
- Over 4000 product photos
- Flick-through e-catalogue



Easy Mail Order.
Just call us!

Tel: 0208 518 9126

- Open Monday - Saturday
- Over 100,000 parts in stock!
- Experienced staff

Showroom and Sales: 617-631 Eastern Avenue, Ilford, Essex IG2 6PN

Showroom will re-open
when Covid-19 restrictions
are lifted. Mail Order in
Operation.

Burton's Catalogue >>

Digital version also
available on-line



Telephone or visit website for
your copy!

TRUSTED WINNERS SINCE 1853

CLASSIC

Oil is the lifeblood of an engine and Classic vehicles require specially designed lubricants. Motul has a long history of 168 years as a lubricant specialist with a huge reputation in the automotive world. In 1953, Motul was the first lubricant company to develop multi-grade oil. Today, Motul offers a reliable and unbeatable range of quality products, used by drivers and teams, car enthusiasts, mechanics and technicians across the world.



witham
Motorsport
OILS

MOTUL

OFFICIAL LUBRICANT PARTNER

Motul in the UK deals with Witham Motorsport as its partner for car products. Witham Motorsport has an impressive track record for service and technical know how and are able to provide the whole range of Motul automotive engine oils, brake fluids, gear oils, coolants, as well as useful engine care and cleaning solutions, technical support and a whole lot more for garages and workshops.

To order online or for more information contact: ☎01353 723373 ✉ motul@withamgroup.co.uk

withammotorsport.co.uk



MOTUL

FIVA GLOBAL PARTNER

Since 1853

RALLY REPORTS

CORK '20' INTERNATIONAL: BY MARTIN WALSH

SEPTEMBER 19

DEVINE WINS AS IRISH STAGE RALLYING RETURNS

ERC regular takes victory as quality field turns out for asphalt revival

Photo: Martin Walsh,



Tarmac rallying made a welcome return in the Republic, with Fiestas filling the order

RESULTS

Organiser: Munster Car Club **Where:** Rathcormac
Stages: 9 **Starters:** 126

	DRIVER	CAR	TIME
1	Callum Devine/Brian Hoy	Ford Fiesta R5	1h.01m07.4s
2	Merion Evans/Jonathan Jackson	VW Polo GTi R5	+20.3s
3	Josh Moffett/Andy Hayes	Hyundai i20 R5	+57.9s
4	Daniel Cronin/Shane Buckley	Ford Fiesta R5	+1m16.4s
5	Cathan McCourt/Liam Moynihan	Ford Fiesta R5	+1m17.0s
6	Stephen Wright/Ger Conway	Ford Fiesta R5	+1m25.3s
7	Roy White/James O'Brien	Ford Fiesta WRC	+1m29.1s
8	Sam Moffett/Keith Moriarty	Ford Fiesta R5	+1m33.5s
9	David Guest/Jonathan McGrath	Ford Fiesta R5	+2m47.0s
10	Owen Murphy/Jonathan O'Mahony	Ford Fiesta R5	+2m58.5s

Class winners: National James M Stafford/Jeff Case (Darrian T90 GTR);
Historics Neil Williams/Anthony O'Sullivan (Ford Escort RS1800); **Juniors:** Jack Brunton/Sean Brunton (Honda Civic)

Callum Devine took a well-executed victory in the Cork '20' International Rally as Irish Tarmac rallying resumed after a hiatus.

Ford Fiesta driver Devine and co-driver Brian Hoy finished 20.3 seconds ahead of Welsh ace Meirion Evans and co-driver Jonathan Jackson (VW Polo GTi R5). Josh Moffett/

Andy Hayes (Hyundai i20 R5) were 37.6s further adrift in third.

Devine overcame a misfire and briefly slipped back to second after he encountered Donagh Kelly's stranded Polo GTi that had lost its brakes and hit a chicane.

Top seed Roy White (Fiesta WRC) had to contend with

uncontrollable wipers that only stopped when the washer unit was empty of its contents; the annoying feature lasted for a third of the opening stage.

A gain of 11.2s from SS7 paved the way for Devine to emerge victorious while second-placed Evans showed that he is now very much a match for the Irish tarmac brigade. Moffett had to be content

with third as Cork's Daniel Cronin (fourth) in his somewhat older Fiesta R5 showed that driving talent isn't solely reserved for elder brother and British champion Keith.

Cathan McCourt was quickest on the last stage, securing fifth ahead of a constantly improving Stephen Wright, White and Sam Moffett, who didn't even have

time to take part in shakedown. Locals David Guest and Owen Murphy completed the top 10.

Meanwhile and even though he lost a few gears on the penultimate stage, James Stafford (Darrian T90 GTR) had enough in reserve to win the National section ahead of Gary Kiernan (Escort), who secured second on a tie-break with Damian Toner (Escort).

CORK WINNER

Winner Devine thrilled by Cork

Callum Devine skipped the European Rally Championship's Azores outing in order to win the Cork '20' International Rally and paid tribute to the pace of his rivals on the Irish event. "It's good to get the first win of the year," said Devine, who went fastest on four or the day's eight stages.

"It definitely wasn't an easy victory for me by any stretch of the imagination, and the weather was so changeable – it made things very challenging.

"Meirion [Evans] and the two Moffetts [Sam and Josh] drove really well throughout the day, so it's good to see that the pace is still strong at home here in Ireland," he added.

Runner-up Evans said: "The only difference between my match fitness and his is that Callum has been competing at a really high level and it showed. He was on the wrong tyre for the last loop but still put the times in."

GREYSTOKE STAGES: BY PHIL JAMES

SEPTEMBER 19

Photo: pro-rally.co.uk



Hunter claimed the Greystoke spoils in Focus WRC

HUNTER BECOMES THE HUNTED AFTER BIRD'S SMASH

Hugh Hunter and Dale Bowen brought their Focus WRC to victory finishing more than a minute ahead of the Fiesta S2000T of Simon Bowen/Craig Simkiss on the Greystoke Stages.

Hugh Brunton/Drew Sturrock completed the Ford-filled podium in their Fiesta R5.

Frank Bird and Jack Morton set the early pace. Holding a 30-second lead ahead of Hunter, Bird's rally came to an end midway through SS4 when the Fiesta Rally2 left the road.

Hunter's only issue came with an SS3 stall while Bowen

achieved his aim of getting a finish following a run of three retirements. Brunton was also a relieved finisher having survived an altercation with a tree stump on the final stage.

Angus Lawrie/Paul Gribben's improving stage times earned the Mitsubishi Lancer E9 crew fourth place at the finish.

Matthew Robinson/Grum Willcock claimed sixth but only by virtue of their Ford Escort Mk2 completing SS1 quicker than the Subaru Impreza of Daniel Hiorns/Chris Purvis that finished on equal time overall.

Any hopes Gary Tomlinson/Liam Whiteley had of a top-five finish ended when their Subaru lapsed into limp mode through SS4 costing them a minute.

They would recover to finish seventh, while behind them a close contest between a pair of Escort Mk2s was settled in favour of Marcus Noble/Brian Hodgson by virtue of their time being faster through SS2 than that of their similarly-mounted rivals Steve Bannister/Callum Atkinson. James Lepley/Arwel Jenkins completed the top 10 in another Escort Mk2.

Results

Organisers: West Cumbria & Eden Valley Clubs. **Where:** Greystoke Forest, Penrith. **Stages:** 6. **Starters:** 46.

1 Hugh Hunter/Dale Bowen (Ford Focus WRC) 34m17s; 2 Simon Bowen/Craig Simkiss (Ford Fiesta S2000T) +1m22s; 3 Hugh Brunton/Drew Sturrock (Fiesta R5); 4 Angus Lawrie/Paul Gribben (Mitsubishi Lancer E9); 5 Matthew Robinson/Grum Willcock (Ford Escort Mk2); 6 Daniel Hiorns/Chris Purvis (Subaru Impreza); 7 Gary Tomlinson/Liam Whiteley (Impreza); 8 Marcus Noble/Brian Hodgson (Escort Mk2); 9 Steve Bannister/Callum Atkinson (Escort Mk2); 10 James Lepley/Arwel Jenkins (Escort Mk2). **Class winners:** 1 Gorst/King; 2 Lindsay/Lodge; 3 Robinson/Willcock; 4 Howard/Howard; 5 Lawrie/Gribben; Hunter/Bowen

BUSHWHACKER RALLY: BY WILLIAM NEILL

SEPTEMBER 18

O'BRIEN BROTHERS OVERCOME LACK OF MILES FOR BUSHWHACKER VICTORY

Photo: William Neill



O'Briens won in Omagh

Brothers Patrick and Stephen O'Brien claimed a career first win at their home rally by 7.8 seconds despite limited pre-event experience of their Ford Fiesta R5. They led from SS2 after early pacesetter Jason Mitchell went off the road on the Killeter test.

Runners-up Cathan McCourt/Liam Moynihan put on a determined charge after the mid-rally halt in Omagh to finish in second place. Despite storming to

the last stage win of the day, they only shaved only 1.2s from the winners' margin.

Just over 28s back Vivian Hamill/Andrew Greenan worked their way from sixth after SS1 to third, nipping ahead of gearbox-troubled Garry Jennings on the last stage by just 0.7s.

Niall McCullagh dropped from a podium finish at the 2019 edition to fifth at the weekend, 17.8s from Jennings but 16.5s up

on Conor McCourt, making it a Fiesta R5 top-six lockout.

A WRC-spec Fiesta claimed seventh place: Martin Cairns' best stage time was on the second pass of Carrickaholten with fourth fastest, but he dropped a place overall to McCourt on the final stage to be 2.2s back.

Despite rolling his Skoda Fabia R5, Monaghan's Brendan Cumiskey was eighth, ahead of class winner – and first of the

Mitsubishi Lancer contenders – Niall Devine. Derek McGarrity was 10th which he put down to a slow start. Billy Coleman award winner James Wilson and Lithuanian visitor Martynas Samsonas both retired with mechanical issues.

Results

Organisers: Omagh Motor Club Ltd
When: September 18 **Where:** Omagh, **Starters:** 101 **Stages:** six
1 Patrick O'Brien/Stephen O'Brien (Ford Fiesta R5) 36m39s; 2 Cathan McCourt/

Liam Moynihan (Fiesta R5) +7.8s; 3 Vivian Hamill/Andrew Greenan (Fiesta R5); 4 Garry Jennings/Sean Ferris (Fiesta R5); 5 Niall McCullagh/Ryan McCloskey (Fiesta R5); 6 Conor McCourt/Coalan McKenna (Fiesta R5); 7 Martin Cairns/Kenny Bustard (Fiesta WRC); 8 Brendan Cumiskey/Lorcan Moore (Skoda Fabia R5); 9 Niall Devine/Liam McIntyre (Mitsubishi Lancer); 10 Derek McGarrity/Paddy Robinson (Fabia R5). **Class winners:** Adrian Hetherington/Ronan O'Neill (Escort RS1800); Drew Chambers/Wendy Blackledge (Peugeot 206 GTi); Damien Conlin/Paul Mimmagh (Vauxhall Nova); David Kelly/Dean O'Sullivan (Fiesta); Andrew Bustard/Mo

Downey (Escort Mk2); David Crossen/Emmet Sherry (Escort Mk2); Frank Kelly/Lauren Kelly (Escort Mk2); Devine/McIntyre; Michael Carbin/Conor Mohan (Lancer); O'Brien/O'Brien



The Strength of Experience



Tel: +44 (0) 1952 582 825

Fax: +44 (0) 1952 582 821

speedline

Corse

e-mail: info@speedlinecorse.co.uk | website: www.speedlinecorse.co.uk

WORLD RALLYCROSS

Photos: Red Bull Content Pool

WORLD RALLYCROSS CHAMPIONSHIP: BIKERNEIKI, LATVIA BY HAL RIDGE

SEPT 18-19



Niclas Gronholm got back in contention with a win in Round 4



Hansen team Peugeots didn't suit Latvia but stay in the title hunt



Kristoffersson (Audi) leapt to Round 5 victory

GRONHOLM AND KRISTOFFERSSON TAKE LATVIAN DOUBLE

The opening two corners at the Bikerneiki rallycross circuit on the outskirts of Latvia's capital city Riga are renowned for providing plenty of action.

Since the venue joined the World Rallycross Championship schedule in 2016, Petter Solberg was caught in an incident that broke the Norwegian legend's collarbone in 2017, then 2019 champion elect Timmy Hansen's title hopes briefly appeared to be in tatters on the way to his maiden crown when he was squeezed into the Turn 2 tyre wall.

European Rallycross champion Timur Timerzyanov has also visited the same barrier on numerous occasions. Last weekend, the same 1-2 opening combination of turns again proved pivotal: this time in a Latvian double-header, as the 2021 World RX season passed its halfway stage.

Triple champion Johan Kristoffersson hadn't had fortune on his side in the opening three rounds of the campaign, mitigating circumstances playing their part at every stop to halt his victory chances. The Swede, driving for the EKS JC team, topped the qualifying order in the first of two rounds in a double-header weekend in Latvia, thanks to a fastest time in Q1 then being runner up in the following two sessions.

For only the second time of the season to that point, he survived the semi-finals and lined up on pole

position for the final. But in the run to Turn 1 he had side-to-side contact with fellow front-row starter Niclas Gronholm, the touch pitching Kristoffersson's Audi S1 into a fast spin and the wall on the outside of Turn 1.

While Kristoffersson extracted his Audi from the barriers, the pack had disappeared, Gronholm leading with Timo Scheider the first of those in pursuit. But, in a big weekend for the Munnich Motorsport team, Scheider's Seat Ibiza cut out over the circuit's biggest jump with an electrical problem, and was forced to pull off after the circuit's hairpin. Scheider's issues backed the pack up, giving Gronholm a gap that he managed throughout the race to drive to his fourth career win for the GRX-SET team.

If Kristoffersson's season had begun unluckily, so had Gronholm's: the Finn suffering from different issues in each of the three rounds before Riga, but finally it had gone his way. Behind, two-time 2021 race winner Timmy Hansen capitalised from Kristoffersson and Scheider's problems to climb to second by the finish and score solid points. For the fourth round from four, he was flanked by his brother on the podium, round-one winner Kevin, but the Hansen outfit knew it was lucky to be on the rostrum at all.

Struggling for pace at the Baltic

venue, Hansen's 208 had historically been good on high grip circuits but in a bid to find more traction for low grip tracks, the car's core set-up had been ultimately compromised for this year. Round four on Saturday was a strong effort to stay in contention, Timmy Hansen salvaging another podium with third, to maintain his 100% rostrum record in 2021 and leave Eastern Europe still 17 points ahead in the standings. Kevin Hansen finished fifth.

Damage limitation wasn't an option for Kristoffersson or Gronholm, both needing to drag themselves back into contention. Gronholm this time took the top qualifier position in round five, and again led his semi-final throughout to net pole position for the final on Sunday. On the front row, he was joined by Kristoffersson, who managed the pace in his semi-final excellently to give himself the best chance in the final.

Kristoffersson made his best start of the entire weekend in the final, sending his Audi S1 around the outside of Gronholm to take the inside line for Turn 2. The Swede looked to have momentarily lost control, something that would have been "very 2021" he noted later, but this time it stuck. Just like Gronholm had the previous day, Kristoffersson stood on the top step of the podium for the first time in 2021 to haul himself into title contention with four rounds remaining.

The co-owner of the EKS JC team for

RESULTS			
World Rallycross Championship			
Round 4 When: September 18-19 Where: Bikerneiki, Latvia			
POS	DRIVER	CAR	TIME
1	Niclas Gronholm	Hyundai i20	4m59.350s
2	Timmy Hansen	Peugeot 208	+4.641s
3	Kevin Hansen	Peugeot 208	+6.034s
4	Krisztian Szabo	Hyundai i20	+7.209s
5	Johan Kristoffersson	Audi S1	+1 lap
6	Timo Scheider	Seat Ibiza	+5 laps

Round 5			
POS	DRIVER	CAR	TIME
1	Kristoffersson	Audi S1	4m59.316s
2	Gronholm	Hyundai i20	+0.920s
3	T Hansen	Hyundai i20	+2.149s
4	Mattias Ekstrom	Seat Ibiza	+2.274s
5	K Hansen	Peugeot 208	+5.525s
6	Szabo	Hyundai i20	+8.161s

Euro RX1: Janis Baumanis (Skoda Fabia)

which Kristoffersson drives, Mattias Ekstrom, made a welcome return to World RX in Latvia, but not racing for his own squad. Joining Scheider in the Munnich Motorsport line-up, Ekstrom once again displayed the pace of the World champion that he is, and proved the Seat Ibiza to have the potential to fight at the front in World RX. His hopes of challenging for a podium were thwarted by a semi-final puncture in round four, before a broken propshaft before Q3 harmed his chances in round five, the Swede having set the fastest time in Q1.

Ekstrom ran third early on in the final

on Sunday, but ultimately finished fourth, not quite having the pace to better Timmy Hansen to the final rostrum position as the joker laps played out.

Under pressure to perform with a new team-mate alongside, Scheider's disappointment from Saturday was compounded by propshaft failure during his practice start for the final in round five, and as first reserve Hungarian Krisztian Szabo took his final starting position, Szabo adding sixth to his result of fourth on Sunday and maintain his 100% 2021 final record.

BAUMANIS COMES GOOD AT HOME IN ERX1

Before the start of this weekend's action, another difficult start to the season, comparable to those of Johan Kristoffersson and Niclas Gronholm, had been endured by Janis Baumanis, albeit in the European Rallycross Championship.

Having shown plenty of promise but not managed to convert it to silverware, Baumanis entered his home round of the European series feeling the additional pressure of enthusiastic home support to deliver a solid result as well as his own determination to turn 2021 around.

And the ES Motorsport driver delivered. Baumanis topped the qualifying order to take pole position for semi-final one and won the

knockout encounter to secure pole position for the final. There he met Frenchman Jonathan Pailler, the Peugeot 208 driver having also suffered problems in the opening two rounds, and by surviving the opening two corners together, the pair raced 1-2 for the duration of the final, Baumanis claiming his maiden FIA-sanctioned RX1 (previously Supercar) victory while second for Pailler lifted him into the standings lead with a round remaining.

"There might have been a few minor details that we could have changed, but overall the set-up was near perfect" Baumanis said.

"Competing in front of the Latvian

fans gives an additional boost."

In part, that result was thanks for the demise of Andreas Bakkerud. While Baumanis praised the startline performance of his ES Motorsport Skoda, Bakkerud struggled to get the machine off the line effectively and despite being careful through qualifying and playing the long game, he was forced into the wall in turn two of his semi-final, recovering to finish the race fourth but out of the final.

The Norwegian sits second in the points just two off the lead with a round to go. Peter Hedstrom was the driver to shut the door on Bakkerud in the semi-final and it was the Swede who completed the podium in the final.



Home advantage: Baumanis got his season back on track in Riga

RALLY REPORTS

Photos: Tony North

ILKLEY JUBILEE HISTORIC RALLY: HRCR BY BRIAN GOFF

SEPTEMBER 12

A NERVY FINISH CAN'T DENY HEAD AND APPLETON AFTER TOUGH YORKSHIRE HISTORIC CHALLENGE



Head and Appleton just hung on to win



Crosby and Proctor claimed second



Powley and Goff took Expert victory

There was a tense last regularity section for winners Steve Head and Mark Appleton on the recent Ilkley Jubilee Historic Rally as the crew were fettered in traffic and watched a 40-second lead ebb away to just four seconds as they reached the finish line. Nevertheless, their nerve held firm and they claimed the spoils.

The event had started from the Millstones Restaurant just outside Harrogate with the first regularity run. Matt Warren/Ryan Pickering (Ford Escort) were the initial leaders on six seconds with Head/Appleton close behind on just nine seconds.

The first test at Coldstones Quarry near Pateley Bridge was a quick run down the approach road and the second test was a complicated affair in the middle of the dusty quarry. Paul Crosby/Ali Proctor (Porsche 911) and Darell and Nicky Staniforth (Mini) tied on 18s coming out of these runs.

The second regulation, just south of Kirkby, woke up all the navigators with 11 speed changes in nine miles. Crosby/Proctor were alert and dropped only four seconds. At the morning coffee halt

Crosby/Proctor were in the lead with Warren/Pickering in a very close second.

James Griffiths/James Howell had the lowest score in their Mini on the third regularity run but were later penalised due to a wrong direction at a control.

One regularity and three tests at Catterick Army Camp were next up and would prove a stern test. Most competitors struggled for grip and navigators were trying to keep their drivers on the correct route through the maze of roads. The Staniforths dropped only 5s on the regularity run and Head/Appleton quickest on the tests.

The competitors went back to the Catterick complex in the afternoon and were presented with one regularity run and three tests. Warren/Pickering lost time with wrong slots on the regularity and Dave Leadbetter/Cath Woodman retired their BMW 2002 with brake problems. Jon Dunning/Roger Burkhill put their Alfa Romeo off into a ditch on rest six. Again Head/Appleton came out on top.

Regulations six and seven South of Leyburn went ahead without incident with Head/

Appleton and Crosby/Proctor taking the honours respectively.

Regulation eight was a plot-n-bash section over Dallow Moor with gradient arrows causing a headache to navigators. Andy Beaumont/Andrew Fish and Kevin Haselden/Gary Evans missed the final control with many others losing time trying to find it. There were no problems for Crosby/Proctor who cleaned it.

The final regularity finishing at the Millstones was difficult to plot using a herringbone style of navigation. The tricky white through the toll road proved a problem for many and a number of competitors ran into traffic near the end including the winners. Crosby/Proctor lost only two seconds.

Results

Organiser: Ilkley and District Motor club
When: September 12 **Where:** Ilkley, Yorkshire **Starters:** 63.
1 Steve Head/Mark Appleton (Ford Escort) 5m09s; 2 Paul Crosby/Ali Proctor (Porsche 911) +4s; 3 Darell Staniforth/Nicky Staniforth (Mini Cooper S); 4 Matt Warren/Ryan Pickering (Ford Escort); 5 Leigh Powley/Brian Goff (Lancia Fulvia); 6 James Griffiths/James Howell (Mini); 7 Ken Binstead/Sarah Binstead (MG); 8 Philip Wood/Kevin Phipps (Volvo P1800); 9 Graeme Cornthwaite/Lynsey Proctor (Mini); 10 Andy Harrison/Peter Scott (Mini). **Class winners:** Expert: Powley/Goff; **Novice:** Cornthwaite/Proctor.

13 ISSUES FOR £13*

**SAVING
75%**

Motorsport is back! As the calendar fills up, Motorsport News will increase its issue size to keep up with all the latest from the sport

■ **Extra content** ■ **Extra value** ■ **Extra excitement**

- Motorsport News remains the go-to place for news, opinion, reaction and results from the weekend's action. Our experts are in the service parks, pits and paddocks up and down the country to bring you the very latest.
- The Motorsport News readers' questions section will be ramped up, with even more big names from across motor racing responding directly to the posers set by our community of readers.
- MN will continue to focus on all that is great about Great British motorsport – everything from the grassroots of the sport to the top-flight, it is all here. MN is, after all, the Voice of British Motorsport.



VISIT [SHOP.KELSEY.CO.UK/MTSJUL21P](https://shop.kelsey.co.uk/MTSJUL21P)
OR CALL: 01959 543 747 AND QUOTE MTSJUL21P
HOTLINES OPEN MONDAY – FRIDAY 8.30AM – 5.30PM. CALLS ARE CHARGED AT YOUR STANDARD NETWORK RATE

*Full terms and conditions can be found at shop.kelsey.co.uk/terms. Offer applies to UK subscribers only when paying by direct debit. Your subscription will start with the next available issue with your first 13 issues charged at just £13.00. Payments will continue to be taken at the low rate of £29.99 every 3 months thereafter. You can cancel your subscription at any time and no further payments will be taken. Overseas and other offers available at shop.kelsey.co.uk/MTS

HISTORICS

DOWN THE PUB

NIC CARLTON-SMITH

Formula Junior title leader

Age: 49 Lives: Suffolk



Carlton-Smith: karting skills

He did some karting

"I started karting at nearly 40 years old at a local track called Red Lodge in Suffolk. I did six or seven seasons there. My best mate is into old cars and he encouraged me to get involved. I met Simon Diffey who told me I needed to be in Formula Junior."

He bought a Kieft

"We were at the 2018 Goodwood Revival and there were three Formula Juniors in the auction and I bought the Kieft off Michael Waller. It was blissful ignorance, a bit of naivety and a stroke of luck that it was a good car from a very honourable chap."

He started in late 2019

"I've got no mechanical knowledge whatsoever. Then Simon pulled in a favour and I met Dave Abbott, who said he'd run me for one race, the Silverstone Finals 2019. That was my first race and it went really well. In the second race I managed to throw myself off and was beached in the gravel. I didn't hit anything and it was a case of 'there's the limit, just back there'. I'd had a fantastic weekend."

Last year went well

"We started last year in July at Brands Hatch. That was a challenging track that scared me, so it was all a learning curve. Then I did Oulton Park and Castle Combe in torrential rain. But that's where the karting helped. I didn't have a line to follow at Combe because I'd not raced there, so I drove my own sort of line. I came first in my class which was great. Then we were back to Silverstone and I won the class in both races there and I came third overall in the championship and second in Class C to Keith Pickering."

He's leading the 2021 championship

"I've scored maximum points in all eight rounds so far and next we go to Spa. Last time out at Oulton Park was my 11th race meeting and the first track I'd been back to where the weather was the same. I had no idea that it would be this much fun and the paddock is just a bunch of lovely people. I'm married with three kids – 18, 16 and 11. We're trying to get them all involved and we're about to start the younger one in karting so that's going to be a slippery slope!"



Photos: Paul Lawrence

Oulton Park special will be a month earlier

GOLD CUP SWAPS WEEKENDS TO AVOID HISTORIC DATE SNARL-UP

Oulton Park event will move to earlier in the 2022 schedule

By Paul Lawrence

The Oulton Park Gold Cup will move to late July next year to avoid a date clash with The Classic, Silverstone.

The Gold Cup, Oulton Park's flagship historic racing festival, has run on the August Bank Holiday weekend for many years but faced a catastrophic clash in 2022 following the announcement

that the Silverstone event was moving to the same weekend.

Now, to avoid a clash for competitors, spectators and officials, the Gold Cup will come forward to the traditional Classic Silverstone date of July 29-31. The Historic Sports Car Club is the organiser of the racing activity at both events.

Early plans suggest that the event will retain a similar format, with racing on Saturday and Sunday after qualifying

on Friday. However, local planning restrictions mean that track action cannot start before 1200hrs on Sunday.

A statement from venue operator MotorSport Vision said: "In recent years, the Gold Cup has reinvented itself as a popular nostalgia weekend and classic car show. A refreshed race line-up is planned for 2022, curated by MSV in cooperation with the HSCC.

"The meeting will feature a

wide variety of racing cars from the '50s, '60s, '70s and '80s with further details of the line-up to be confirmed in the coming weeks and months."

Last month, the Gold Cup was headlined by two races for the HSCC's Historic Formula 2 category. However, those races were late additions to the calendar when the normal pan-European schedule for HF2 was wrecked by Covid travel restrictions.



The rare sportscar Costin-Nathan Astra features a wooden chassis

Rare Costin-designed car returns to the circuits

The original Costin-Nathan Astra RNR2 sports-racing car built and raced by Roger Nathan in 1969 and 1970 returned to racing at the Oulton Park Gold Cup in the hands of Danish racer Christian Hope.

Running an unusual wooden chassis, the car was last raced in France in the Classic Endurance Series and had not raced in

the UK for many years.

With support from the Gelscoe team, Hope took the car to Oulton Park for a rare race outing. "It's a long way to come here from Denmark but it is worth it," said Hope of the 20-hour journey to the Cheshire track.

The car, which retains its original Cosworth FVC engine, is now for sale.

Ex-Needell Crossle back

The Crossle 25F raced from new by Tiff Needell is back racing this season after a comprehensive rebuild by Dave Hart.

Ian Parkington claimed a Classic FF1600 podium on the car's return during the Oulton Park Gold Cup and plans to do more. His 15-year-old daughter Grace, now racing karts, might also race the car in the future.

First raced by Needell in 1974, the Crossle was also used by his younger brother Chris and then passed to Richard Peacock. It later went to South Africa and Peacock brought it back around 10 years ago. The Gold Cup was its first appearance since a superb Hart rebuild.

"The Gold Cup was a bit of a shakedown but I hope to do more in Classic Formula Ford," said Parkington, who previously raced a Reynard FF84 in the North West Championship.



The Needells' ex-machine is back

Rallying brothers Simon and Alister Crook will return to gravel rallying next season when they plan a full assault on the British Historic Rally Championship after buying the Ford Escort Mk2 of Paul Griffiths.

The Crooks were regular forest contenders in the 1990s with their Opel Manta but have concentrated on asphalt events more recently.

A recent shakedown run on the Woodpecker Stages was their first gravel event since rolling out of the 2015 Pirelli Rally.

They also have the ex-Phil Collins Opel Ascona, which will be kept for demonstration events and rallies in Belgium and is currently being rebuilt.

"We've got to do some forest events while we can," said Simon.

CROOKS GET BACK OUT WITH FORD ESCORT MK2



Crooks, Simon and Alister, are back behind the wheel

IN BRIEF

Morton's return

Formula Junior frontrunner Peter Morton will break a lay-off from racing to race his unique Lightning Envoyette at the Goodwood Members' Meeting in October. Morton has been busy with a young family and the rear-engined Envoyette had not run for 18 months until his father Alex raced it at the Oulton Park Gold Cup.

Boost for Barrett

British Historic Rally champion Paul Barrett is the first driver to use a BDG engine built by Meirion Evans at Wales Motorsport. Barrett ran the engine in his Ford Escort Mk2 on the recent Woodpecker Stages to be historic class winner and the only two-wheel drive in the overall top 10. The Northern Irishman is now building up towards his prime target for 2021, the Roger Albert Clark Rally.

Barter delayed

Julian Barter's return to the 70s Road Sports grid in his rebuilt TVR 3000M has been derailed by major engine problems that developed at Donington Park in June. A lengthy wait for replacement pistons to arrive from the USA has kept him out of racing and only the Silverstone Finals date in mid-October now remains on this year's 70s Road Sports championship schedule.

AMOC gets the axe

The Aston Martin Owners' Club's only stand-alone race meeting of the season, scheduled for Silverstone on Saturday October 9, has been cancelled due to the likely lack of entries. The St John Horsfall Meeting was always a highlight of the AMOC racing season but grids have been very thin since a partnership with the BRSCC was announced for 2021.

Webster's fresh unit

Simon Webster, the reigning British Historic Rally champion from 2019, is having a fresh Ford Escort Mk2 built by Grant Shand at Rally Xtreme and may even give it its debut on this weekend's Trackrod Historic Cup. The new car's first event was due to be the Roger Albert Clark Rally but the East Anglian driver now hopes to give it a shakedown event before the November five-day marathon.

Chevron for Gomm

Historic Touring Car racer Joe Gomm has achieved a long-held ambition to own and race a Chevron B8 after acquiring the ex-George Whitehead car. More recently owned and raced by Steve Hodges and Bert Smeets, the B8 was once converted into an open cockpit Gropa. "It's a car I've always wanted but I've not raced anything like it before," said Gomm.

Trackrod battlers

Matthew Robinson and Sam Collis will top the Trackrod Historic Cup field in Dalby in Yorkshire on Friday night. Around 50 historics will be reverse-seeded for round two of the BHRC, so Robinson's Ford Escort Mk2 will be the last car away, one behind the Fiat 131 of Nick Elliott and Dave Price heading into 57 miles of competition.

BTCC REPORT: CROFT

IN BRIEF

Dynamics double woe

A hearing into race three at Thruxton resulted in Dan Rowbottom being handed a one-second penalty for overtaking behind the safety car, dropping the Team Dynamics Honda Civic driver from 14th to 16th in the result. Team-mate Gordon Shedden was reprimanded and given two penalty points for his clash with the BTC Racing Honda Civic of Jade Edwards in the same race.

No go for Edwards

Jade Edwards endured a tough start to her weekend at Croft after power steering failure on her BTC Racing Honda Civic in first practice before she had set a representative time. The issue was fixed in time for free practice two and qualifying, where she secured 23rd on the grid.

Moffat's first pole

In an action-packed qualifying session Aiden Moffat took a first career pole in his Laser Tools Racing Infiniti Q50, edging out the MB Motorsport Ford Focus of Jake Hill by just 0.040s. Moffat – who becomes the 25th driver to score pole in an NGTC car – had a previous qualifying best of second.

Butcher's blow

Having run at the sharp end in practice, Speedworks Motorsport Toyota Corolla driver Rory Butcher's bid for pole in qualifying was halted by engine failure before he had set a time – consigning him to the back row of the grid. After a contact-induced retirement in race two, the Scot would race from the back to eleventh in race three for his only points finish.

Landmark for WSR

Race three was a notable one for West Surrey Racing as it hit 700 in the series, having made its debut back in 1996 running the Ford Mondeo. Colin Turkington's race three win in the BMW 330i M Sport was the team's 101st victory.

Parfitt's watching brief

Rick Parfitt was an interested spectator in the Excelr8 garage all weekend, having been advised to sit out the Croft meeting to rest an injured back. GT racer Nick Halstead stepped in to replace him for the meeting and scored a best finish of 21st in the high attrition final race, despite an early spin at the complex.

Trio get trophy spoils

Three drivers shared the spoils in the Jack Sears Trophy, for drivers who hadn't scored a podium before the start of 2021. Laser Tools Infiniti man Carl Boardley won the opener, Sam Osborne (Motorbase Performance) took race two and points leader Dan Rowbottom brought his Team Dynamics Honda home top in race three.



Spin to win: Rowbottom



Moffat took charge of race one



Turkington kept up the pressure with a win

MOFFAT AND HILL SHINE AS TURKINGTON STRIKES

Ash Sutton still leads, but the chasing BTCC pack is closing up. By **Matt Salisbury**

Colin Turkington has been dubbed the King of Croft for a number of years, and the West Surrey Racing man added to his win tally as the British Touring Car Championship headed for North Yorkshire to kick-start a busy spell of four rounds in six weeks.

The West Surrey Racing driver made it 13 wins at the circuit with a victory in the final race of the weekend to move up to third in the championship standings, having earlier seen Laser Tools Racing's Aiden Moffat and MB Motorsport's Jake Hill take to the top step of the podium for the first time this season.

Four drivers are covered by just eight points in the championship standings at the end of the weekend but the problem for that quartet is that Ash Sutton remains clear at the top after a seventh podium of the season allowed him to retain a handy buffer ahead of the trip to Silverstone for round eight.

Race one

Moffat's run to pole in Saturday's qualifying session had been unexpected, but it provided the Scot with the ideal chance to fight for a first win since 2018 – and a first success since swapping his Mercedes A Class for the rear-wheel-drive Infiniti back in 2019.

With Hill's heavier Ford Focus alongside on the front row, and with worries about whether light showers prior to the start would turn into actual rain, Moffat led the field away at the start with Hill coming under pressure from Turkington going into Clervaux for the first time.

The pair then ran side-by-side through Hawthorn before Hill was able to keep himself ahead and he tried to put Moffat under pressure before the safety car was deployed to recover Dan Rowbottom's Honda from the grass at the complex. The Team Dynamics driver had lost ground after an incident at the hairpin and was then helped off into the tyres thanks to contact from Aron Taylor-Smith's Cupra.

After the restart, Moffat was able to keep Hill at bay, even though the gap between

the pair would never go above a second, with Moffat fighting off any challenge that came his way. Hill tried his luck at the hairpin on the final lap but it was to no avail as Moffat picked up the win.

"I knew we had the pace after qualifying," reflected Moffat, "and the guys gave me a brilliant car. It makes your job a hell of a lot easier when they do that! It wasn't easy to keep Jake at bay as he's been quick all season, but I was able to position the car where I needed to put it to keep him behind. It's a brilliant feeling to convert my first pole into a win."

The fight for third place would be a similar battle, but it was Senna Proctor (BTC Racing Honda Civic) who rounded out the podium rather than Turkington. Proctor had been the leading driver to go with the soft compound tyre in the opening race, and he made the most of that to fight ahead of the BMW on the opening lap.

The pair would gradually drop away from the two leaders after the caution period but Proctor was able to hold on through to the finish to grab third by 0.3s, helped by the fact that team-mate Josh Cook – also running the soft tyre – was the man running behind Turkington on track. He had cleared Tom Oliphant (WSR BMW 330i M Sport) on lap one with a forceful move at the Esses before battling ahead of Adam Morgan's Ciceley Motorsport BMW.

Sutton rounded out the top six after a solid run on maximum ballast from the championship leader, who had started in eighth spot. Up into seventh on lap one after Oliphant had found himself run off track, the Infiniti then cleared Morgan to move into the top six and he then settled into a rhythm as he focused on picking up points.

Morgan would end up slipping back down from fifth on the grid to finish in eighth after Chris Smiley also found a way ahead on lap 14, the Excelr8 driver forcing his Hyundai down the inside at Tower to open the door and then sliding through on the run up to the Jim Clark Esses. Dan Lloyd (PMR Vauxhall Astra) and Gordon Shedden (Team Dynamics Honda) would round out the top 10.

One notable name missing from the top 10 was Tom Ingram, who had gone into

the weekend as Sutton's closest challenger in the standings. A tough qualifying session in his Excelr8 Hyundai i30 had meant he lined up outside the top 20 but he battled his way through to take 12th place at the finish, enabling him to salvage some points while also getting rid of the success ballast he had carried to that point.

That was more than Oliphant was able to manage after his lap-one dramas, while there were also no points for Rory Butcher (Speedworks Toyota Corolla) after engine failure in qualifying left him at the back of the grid, and he could only make it to 19th despite being on the soft tyre.

Race two

Moffat faced a huge challenge in race two if he was to double up given he would be running with maximum ballast on the Infiniti for the first time, but he was able to keep Hill at bay on the run to Clervaux.

His time at the front wouldn't last for long however, with Hill clearly determined to get to the front as he looked for his first victory of the year. Fixed onto the rear of the Infiniti, Hill got a better run out of Sunny and went for the outside line into the first part of the complex, aware that if he could hold on through the left hander, it would then give him the inside line for the following right hander.

Grabbing the lead going into the hairpin, Hill was prevented from breaking away when the safety car was called out when a clash further down the order meant Butcher's Toyota was left stranded with damaged suspension at the complex. Oliphant's BMW would also retire early with suspension damage, caused by him dropping a wheel off track on the opening lap.

On the restart, Hill quickly built a lead of more than two seconds and, as his rivals battled over second place behind, was able to draw away to take victory by the largest margin seen to date this season.

"I'd have to go back to my Ginetta Juniors day for a win that seemed as easy as that!," said Hill. "The car was great and even though we still had a load of weight onboard, it did everything I wanted it to do, and the tyres stayed with me right to the end."

"Getting ahead of Aiden early on was key and respect to him for giving me

room. After the safety car, I just got my head down and cracked on with it. I love this circuit, and to get my first win in the Focus here is special."

While the race would be a simple affair for Hill, the same certainly wasn't true for Moffat, who quickly found himself under pressure from a train of cars behind.

Initially, it was Proctor who was the man giving chase but he had team-mate Cook behind – another strong move on a BMW at Tower having allowed him to get ahead of Turkington on lap one.

Cook dived down the inside of Proctor at Sunny to take third but couldn't get ahead of Moffat despite his best efforts over the remainder of the race, with the pair joining Hill on the podium.

Fourth place would go to Ingram in the Hyundai, with his move through the field helped by a moment at Clervaux where Turkington ran wide through the gravel after contact from Shedden's Honda.

Sutton and Ingram both got ahead of the pair at that point, and Ingram would get ahead of the championship leader at the hairpin five laps from the end. That allowed him to recover some of the ground lost in race two, with Shedden taking sixth spot and Turkington taking seventh.

The BMW had slipped back as low as eighth but battling his way ahead of Proctor's Honda in the closing laps would prove to be key as series boss Alan Gow then drew seven for the reversed-grid draw to put the Northern Irishman on pole for the final race of the weekend.

Proctor, Morgan and Stephen Jelley (WSR BMW) rounded out the top 10 after a penalty for Smiley meant he slipped outside the top 10.

Race three

With little in the way of ballast going into race three, Turkington was the hot favourite to take the race win and he led the way as the field charged down to turn one for the first time, although Shedden ran him close having also got away well in the Honda from alongside on the front row.

Behind, Sutton was last of the late-brakers to keep Ingram at bay in the fight for third but before the quartet could start dicing for the lead, the race went behind



the safety car after a multi-car squabble further down the field ended with Lloyd’s Vauxhall stuck in the gravel.

Team Hard Cupra pair Jack Goff and Jack Mitchell, as well as Jade Edwards (BTC Racing Honda) and Ollie Jackson (MB Motorsport Ford), would also retire as a result.

On the restart, Turkington was able to retain his place at the front of the field and eased from Shedden as the Scot found himself under increasing pressure from Sutton in the fight for second spot. Although not quite as comfortable as Hill’s race two victory, Turkington’s win was never really in doubt as he added to his already impressive record.

“It’s great to win at Croft and particularly in race three as it means we leave on a high,” he said. “Races one and two were really tough and even though we probably had the best pace in race two, we didn’t get the result.

“The misfortune there worked out in the end because it gave us pole for race three and the win means we have been able to close take points out of Ash in the title race. Roll on Silverstone.”

Sutton tried his hardest to get ahead of Shedden but – mindful of a clash with Hill 12 months earlier – elected to settle for the points to ensure he keeps a 29-point lead in the championship.

Fourth would go to Ingram for the second race in succession even though he was dealing with a puncture in the closing laps, with Cook and Moffat following behind, the latter completing one of his best weekends in the series in the process.

Hill took seventh place, which was a strong result considering he was running maximum ballast and the soft tyre, with Proctor, Rowbottom and Tom Chilton (Ciceley BMW) rounding out the top 10.

Although Sutton retains a handy buffer at the front, it’s much tighter behind, with Hill now up to second spot and Turkington moving back up into third. Cook and Ingram sit fourth and fifth but with the chasing quartet so tightly bunched, it promises to be an action-packed affair when the paddock reconvenes at Silverstone to allow the title battle to continue.

SUPPORT RACES

Two dramatic Porsche Carrera Cup GB races were won by Dan Cammish (Redline Racing) and Kiern Jewiss (Team Parker Racing). Cammish won the opener from a hard-charging Lorcan Hanafin (JTR) who made a storming start in race two to lead before clipping one of the tyre stacks. The damage allowed Jewiss to assume the lead from Cammish, who looked faster but was never able to attack, while Will Martin (Richardson Racing) ran with them in third but copped a five-second penalty for track limit offences allowing poleman Lewis Plato (Valluga) to jump him.

After Tom Hibbert (Rob Boston Racing) took the first Ginetta GT4 Supercup race, he looked a cert for a second only for Adam Smalley (Elite Motorsport) to jump him at the hairpin on the last lap. However, Smalley made the move with two wheels over the inside kerb and was given a penalty dropping him back behind Hibbert, while Josh Rattican (Elite Motorsport) relieved Carlito Miracco (Preptech UK) of the race three lead at the hairpin two laps from home.

Dan Zelos (Excelr8) jumped early leader Jack Davidson to win the opening Mini Challenge race. Sunday’s race was a

bruising affair and was red-flagged after a multi-car tangle at the chicane, the 10-minute restart being led by Isaac Smith (JW Bird Motorsport) despite a grassy moment at Sunny Out on the opening lap. Max Coates (Graves Motorsport) bagged second from Ru Clark (JW Bird Motorsport).

McKenzy Creswell (JHR) took two British F4 wins, the first coming in the opener from perennial runner-up Joel Granfors (Fortec Motorsport) and Matthew Rees (JHR Developments); his second win came in the final race from Argenti Motorsport twins Matias Zagazeta and an impressive Aiden Neate. Rees was penalised for a false start in the reversed-grid race which was won by Carlin’s Dougie Bolger.

A bumper field of Ginetta G40s in the GT5 Challenge was headed home by Magnus Kriklywi (Race Car Consultants) in the opener, Connor Grady (Alastair Rushforth Motorsport) inheriting second place after Nat Hodgkiss (Race Car Consultants) was penalised for skipping the chicane, while BMW ace Steven Dailly (TCR) scrabbled home ahead of the pack in race two.

David Addison

RACE WINNERS		
■ Porsche Carrera Cup GB Race 1 (15 laps): Dan Cammish (Redline Racing) Race 2 (15 laps): Kiern Jewiss (Team Parker Racing)	Bolger (Carlin)	(Excelr8) Race 2 (9 laps): Isaac Smith (JW Bird Motorsport)
■ British F4 Championship Races 1 & 3 (15 laps): McKenzie Creswell (JHR Developments); Race 2 (13 laps): Dougie	■ Ginetta GT4 Supercup Races 1 & 2 (10 & 15 laps): Tom Hibbert (Rob Boston Racing) Race 3 (13 laps): Josh Rattican (Elite Motorsport)	■ Ginetta GT5 Challenge Race 1 (12 laps): Magnus Kriklywi (Race Car Consultants) Race 2 (8 laps): Steven Dailly (TCR)
	■ Mini Challenge Race 1 (13 laps): Dan Zelos	



Rob Boston Racing man Tom Hibbert was on form in Yorkshire



Jake Hill took a controlled win in the second race of the weekend

RESULTS

BTC

Round 21

Laps: 18 Track: dry

	DRIVER	TEAM/CAR	TIME
1	Aiden Moffat	Laser Tools Racing Infiniti Q50	27m26.297s
2	Jake Hill (48)	MB Motorsport Ford Focus	+0.520s
3	Senna Proctor (9) (S)	BTC Racing Honda Civic	+1.888s
4	Colin Turkington (39)	WSR BMW 330i M Sport	+2.269s
5	Josh Cook (57) (S)	BTC Racing Honda Civic	+2.977s
6	Ash Sutton (75)	Laser Tools Racing Infiniti Q50	+4.502s
7	Chris Smiley	Trade Price Cars Excelr8 Hyundai i30 N	+5.447s
8	Adam Morgan (33)	Ciceley Motorsport BMW 330i M Sport	+6.728s
9	Dan Lloyd	Power Maxed Racing Vauxhall Astra	+7.337s
10	Gordon Shedden (15)	Team Dynamics Honda Civic	+8.043s

11 Tom Chilton (Ciceley Motorsport BMW 330i M Sport) +8.808s; 12 Tom Ingram (66) (Trade Price Cars Excelr8 Hyundai i30 N) +9.776s; 13 Stephen Jelley (WSR BMW 330i M Sport) +10.064s; 14 Aron Taylor-Smith (S) (Team Hard Cupra R) +11.359s; 15 Carl Boardley (Laser Tools Racing Infiniti Q50) +11.970s; 16 Sam Osborne (Motorbase Performance Ford Focus) +12.649s; 17 Jason Plato (Power Maxed Racing Vauxhall Astra) +13.576s; 18 Jack Goff (Team Hard Cupra R) +14.276s; 19 Rory Butcher (27) (S) (Speedworks Motorsport Toyota Corolla) +14.941s; 20 Tom Oliphant (S) (WSR BMW 330i M Sport) +15.167s; 21 Sam Smelt (S) (Speedworks Motorsport Toyota Corolla) +16.101s; 22 Jack Mitchell (S) (Team Hard Cupra R) +17.614s; 23 Jack Butel (S) (Trade Price Cars Excelr8 Hyundai i30 N) +23.884s; 24 Andy Neate (Motorbase Performance Ford Focus) +29.719s; 25 Nicolas Hamilton (Team Hard Cupra R) 30.118s; 26 Nick Halstead (S) (45) (Trade Price Cars Excelr8 Hyundai i30 N) +34.270s; 27 Jade Edwards (S) (BTC Racing Honda Civic) +1m32.556s; R Dan Rowbottom (21) (S) (Team Dynamics Honda Civic) 3 laps/accident; R Ollie Jackson (MB Motorsport Ford Focus) 3 laps/contact - suspension. **Pole position:** Moffat 1m22.037s (92.16mph). **Winner's average speed:** 82.66mph. **Fastest lap:** Cook 1m22.667s (91.45mph). **Lap leaders:** Moffat 1-18. **Brackets** = success ballast (S) = soft tyres

Round 22: 18 laps Track: dry

	DRIVER	TIME
1	Hill (66)	27m31.374s
2	Moffat (75)	+5.508s
3	Cook (39)	+6.849s
4	Ingram (48) (S)	+7.512s
5	Sutton (33) (S)	+7.749s
6	Shedden (9) (S)	+7.999s
7	Turkington (48) (S)	+10.087s
8	Proctor (57)	+11.254s
9	Morgan (21) (S)	+12.262s
10	Jelley (S)	+12.438s

11 Smiley (27) +12.616s; 12 Plato (S) +12.771s; 13 Osborne +13.152s; 14 Jackson +13.370s; 15 Goff (S) +13.810s; 16 Rowbottom +14.927s; 17 Chilton (S) +15.131s; 18 Lloyd (15) (S) +15.330s; 19 Smelt +16.011s; 20 Mitchell +16.472s; 21 Edwards +17.225s; 22 Taylor-Smith +18.419s; 23 Boardley (S) +19.103s; 24 Neate +31.145s; 25 Halstead +33.461s; 26 Butel -1 lap; R Hamilton 5 laps/contact; R Oliphant 1 lap/suspension; R Butcher 0 laps/contact. **Winner's average speed:** 82.41mph. **Fastest lap:** Chilton 1m22.687s (91.43mph). **Lap leaders:** Hill 1-18 * = 0.7s penalty for gaining an advantage. **Brackets** = success ballast (S) = soft tyres

Drivers standings

POS	DRIVER	POINTS
1	Ash Sutton	247
2	Jake Hill	218
3	Colin Turkington	212
4	Josh Cook	211
5	Tom Ingram	210
6	Gordon Shedden	165
7	Aiden Moffat	163
8	Senna Proctor	162
9	Adam Morgan	159
10	Rory Butcher	141

11 Dan Rowbottom 139; 12 Stephen Jelley 129; 13 Jason Plato 117; 14 Tom Oliphant 113; 15 Chris Smiley 97; 16 Dan Lloyd 82; 17 Jack Goff 72; 18 Ollie Jackson 43; 19 Tom Chilton 36; 20 Dan Cammish 30; 21 Carl Boardley 27; 22 Aron Taylor-Smith 21; 23 Sam Osborne 8; 24 Jack Butel 4; 25 Sam Smelt 2; 26 Jade Edwards 1.

Round 23: 16 laps Track: dry

	DRIVER	TIME
1	Turkington (27)	23m19.784s
2	Shedden (33)	+3.500s
3	Sutton (39)	+3.716s
4	Ingram (48)	+7.282s
5	Cook (57)	+7.896s
6	Moffat (66) (S)	+16.730s
7	Hill (75)	+18.360s
8	Proctor (21)	+18.979s
9	Rowbottom	+20.363s
10	Chilton	+20.810s

11 Butcher +21.279s; 12 Taylor-Smith +22.409s; 13 Oliphant +22.600s; 14 Jelley (9) +23.383s; 15 Boardley +26.709s; 16 Smelt +34.310s; 17 Morgan (15) +34.872s; 18 Neate (S) +36.467s; 19 Butel +36.939s; 20 Hamilton (S) +45.435s; 21 Halstead -1 lap; 22 Osborne (S) -1 lap; 23 Plato -1 lap; R Smiley (S) 5 laps/radiator; R Jackson (S) 1 lap/damage; R Edwards 1 lap/damage; R Goff 1 lap/accident; R Lloyd (15) 0 laps/accident; R Mitchell 0 laps/accident. **Winner's average speed:** 86.42mph. **Fastest lap:** Sutton 1m22.423s (91.72mph). **Lap leaders:** Turkington 1-16. **Brackets** = success ballast (S) = soft tyres

Independents Trophy

POS	DRIVER	POINTS
1	Sutton	281
2	Ingram	246
3	Cook	243
4	Morgan	218
5	Moffat	215
6	Shedden	209
7	Proctor	200
8	Rowbottom	190
9	Plato	168
10	Smiley	153

11 Lloyd 138; 12 Goff 131; 13 Chilton 86; 14 Taylor-Smith 73; 15 Boardley 73; 16 Butel 45; 17 Cammish 32; 18 Rick Parfitt 16; 19 Edwards 16; 20 Nic Hamilton 10; 21 Jack Mitchell 6; 22 Nick Halstead 2.

GOODWOOD REVIVAL

THE STARS COME OUT TO PLAY AT REVIVAL

Marcus Pye enjoyed the return of the crowds to the West Sussex showpiece



Gillies took the Festival of Britain Trophy in his ERA



Middlehurst took a seventh Goodwood win in the Glover Trophy



Sam Hancock chased hard in the Sussex Trophy sportscar encounter

After a two-year wait spectators thronged to Goodwood for another sensational Revival pageant, played out largely in late summer sunshine. With an enlarged centre campus and footbridge over the motor circuit's start straight to access it, the event commemorated Sir Stirling Moss's life, BRM's 70th anniversary, the Festival of Britain and so much more in inimitable style. Sensational wins for Darren Turner and Olly Bryant (AC Cobra), in the Royal Automobile Club Tourist Trophy Celebration, Phil Keen (Lotus 30) and Ben Mitchell (BRM Type 25) topped the race action.

The races

Reprising 1951's Festival of Britain race, Saturday's dramatic Grand Prix and Voiturette opener boiled down to a duel between Mark

Gillies and American Michael Gans in ERAs. Mugged at Lavant on the final lap when passing Michael Greenfield's Alfa Romeo Alfetta, Gillies used two-litre power in Dick Skipworth's car to repass Gans' 1500cc version before the flag. Duncan Ricketts survived a close shave lapping a Talbot-Lago into Woodcote, but brought ERA GP1 home an emotional third.

Andy Middlehurst landed his seventh Revival Goodwood Trophy 1500cc F1 win in John Bowers' Jim Clark Lotus-Climax 24 V8. After pursuer Nick Fennell gyrated his 25 into Madgwick on lap two, Middlehurst resisted Joe Colasacco's flat-12 Ferrari.

As the track became slipperier, Colasacco threatened before slithering into the bank exiting the chicane. Young Tim de Silva was thus overjoyed with second, ahead of Monaco Grand Prix Historique winner Mark Shaw in his four-cylinder Lotus 21, Clark's Springbok car.

The sportscar features that closed Saturday's programme were corkers. Polesitter Phil Keen

went autocrossing at St Mary's on the opening lap when his Lotus 30 jumped out of gear, then set about clawing back his deficit to the Lola T70 Spyders of Tony Sinclair (in Grant Reid's) and Olly Bryant. Keen took five laps to depose Sinclair, then dodged skillfully through traffic to catch Bryant, who was unsure of spongy brakes. Keen blatted past on the final circuit for a famous victory in Peter Burton's car. Sinclair was made up with his first podium, not far clear of Mike Whitaker who started his T70 from the back having vaulted Sam Hancock's troubled GT40 at Madgwick in qualifying.

James Cottingham's second evening win realised a long-held ambition to land the Sussex Trophy world championship sportscar-fest. Cottingham forged his Ecurie Ecosse Tojeiro-Jaguar past Roger Wills (ex-Bruce McLaren '58 TT Lotus 15) seven laps into a wonderful finale.

Sam Hancock took up the chase with Tim Samways' Ferrari 246S Dino five laps from home but couldn't quite topple the big Toj. Behind 2019 winner Wills, three spins cost Philip Kadoorie (Lister-Jaguar Knobbly) fourth. Nick Padmore (Lister) gratefully grabbed it, ahead of a fine squabble embroiling Keen (Lister Knobbly), Bryant and James Wood (Lotus 15s), split by David Hart (Lister Costin). Martin Brundle (Jaguar D-type) was in the thick of it until traffic intervened.

A sensational Lola duel between Peter de la Roche and Andrew Hibberd for Chichester Trophy Formula Junior glory kicked off on Sunday. Hibberd spun at Madgwick, freeing de la Roche who repelled Ray Mallock (U2) until the septuagenarian rotated at St Marys, promoting Mitcham. On a treacherous surface

Chris Drake (Terrier) beat Mallock to third. Simon Goodliff (Nike-BMC) picked up P5 having shadowed Alex Morton, whose Condor smote the bank exiting St Marys, and Stuart Roach who crashed at the chicane when his Alexis shed a front wheel.

As the rain came, the Richmond Trophy 1950s' Grand Prix car frontrunners treated spectators to a display of fabulous car control as Miles Griffiths (Lotus 16) and Ben Mitchell (in Robs Lamplough's BRM Type 25) skated past lightning starter Tony Wood (TecMec-Maserati), taking Will Nuthall (Cooper-Bristol) with them. Griffiths went ahead a couple of times but Mitchell read lapped runners intelligently to prevail in BRM's 70th anniversary year. Griffiths and Nuthall completed the podium.

The soggy Brooklands Trophy Pre-War race was a Frazer Nash benefit, Duncan Pittaway relaying Eddie Williams to victory. Patrick Blakeney-Edwards, who shot 'Owlet' into the lead at the start, relayed Mini ace Nick Swift who chased Williams for all he was worth. PBE leapt into Theo Hunt's car, cementing the youngster's claim to third and his first Goodwood podium. Only the Rettenmaier brothers' Maserati 8C 3000 and Michael Birch's Talbot AV105 remained on the lead lap.

Harking back to Goodwood's Nine Hour races of 1952, '54 and '55, the Freddie March Trophy finale took a dramatic turn when Steve Brooks (Jaguar D-type) understeered on oil at Madgwick, tagged leader David Hart (Maserati 300S) into a spin and took out poleman Gregor Fiskens (HWM-Jaguar) who was trying to avoid them. Hart picked himself up to win from the apologetic Brooks, with Martin Hunt (Theo's dad) upholding HWM-Jaguar honour in third.

RACE WINNERS

Stirling Moss Memorial Trophy
Harvey Stanley/James Cottingham (Jaguar E-type)

Festival of Britain Trophy
Mark Gillies (ERA R3A)

John Whitmore Trophy
Nick Swift/Andrew Jordan (Morris Mini Cooper S)

Glover Trophy
Andy Middlehurst (Lotus-Climax 25)

St Mary's Trophy
Race 1: Romain Dumas (Ford Thunderbird); Race 2: Bill Shepherd (Ford Thunderbird)

Whitsun Trophy
Phil Keen (Lotus-Ford 30)

Sussex Trophy
James Cottingham (Tojeiro-Jaguar)

Chichester Cup
Peter de la Roche (Lola-Ford Mk2)

Richmond Trophy
Ben Mitchell (BRM Type 25)

Brooklands Trophy
Duncan Pittaway/Eddie Williams (Frazer Nash TT Replica)

RAC Tourist Trophy Celebration
Darren Turner/Olly Bryant (AC Cobra)

Freddie March Memorial Trophy
David Hart (Maserati 300S)



Olly Bryant (r) leads winner Phil Keen in the Whitsun Trophy clash

Photos: Motorsport Images, Richard Styles



Jenson Button enjoyed a podium on his maiden visit to Goodwood



Duncan Pittaway and Eddie Williams claimed the Brooklands Trophy



Chichester Trophy honours went to Peter de la Roche's Lola



David Hart recovered from a spin to take the Freddie March victory

STIRLING MOSS MEMORIAL TROPHY

Kinrara's new look has same outcome

Back in 2019, James Cottingham and Harvey Stanley won the Kinrara Trophy race in DK Engineering's Jaguar E-type. Sir Stirling Moss' passing in April last year meant Friday evening's one-hour double-driver showcase was renamed but the result was the same.

Stanley opened strongly in the US import Huffaker Jag, chased by Martin Brundle (from son Alex's pole) in a Pearsons Engineering car and Jon Minshaw's. All three made their stops together but Cottingham lost time when the gloved Stanley struggled to fasten his harness.

Brundle Jr was ahead, going away, when his engine popped a core plug on the Lavant Straight and he spun on his own fluids backwards into the Woodcote barrier. Calum Lockie (E-type FHC) piled in too, before engine failure stopped Chris Ward,



Stanley's Jag leads away

who had charged first lap spinner John Young's FHC up to fourth.

After a safety car interlude Cottingham overpowered Minshaw's partner Phil Keen. Remo Lips converted David Franklin's superb start to third in his Ferrari 250 SWB, while Nicky Pastorelli in Dutchman David Hart's SWB

just shaded Simon Hadfield in German Wolfgang Friedrichs' Aston Martin DB4 GT for fourth. Mikes Whitaker and Jordan's lurid pink Shelby Cobra Dragonsnake drag racer fell to sixth ahead of Jenson Button/Alex Buncombe in Bob Neville's underpowered E-type FHC.

JOHN WHITMORE TROPHY

Joy in the Minis for Swift and Jordan

Even Le Mans winners couldn't deny Nick Swift and Andy Jordan a resounding victory in the John Whitmore Trophy Mini Cooper race, named for the 1961 British Saloon Car champion.

Carrying the curious colours of an eight-year-old contest winner at last October's SpeedWeek, Swift broke away from Bill Sollis and Jeff Smith. Sollis eroded the lead, then went ahead before Nick relayed Andy.

Chris Middlehurst had risen from 11th to lead, meanwhile, then sent Dumas into the fray, the Frenchman on his front-wheel-drive debut. Jordan



Funky colours of winning car

quickly overhauled him and left the pack standing, taking the chequer 24 seconds clear of Dumas, who enjoyed a tussle with the lapped Andre Lotterer before the latter's car blew its oil out.

The slippery surface spread the survivors, led by Smith's buddy Matt

Neal, Chris Goodwin (for Sollis) and Ian Curley/Neel Jani. Anchoring Ollie Streek, Andy Priaulx took sixth, but a penalty for being squeezed down the chicane escape road on the final lap promoted Nick Paddy/Martin Brundle.

ST MARY'S TROPHY

Shepherd and Dumas top tin-tops

Romain Dumas blasted Bill Shepherd's seven-litre Ford Thunderbird ahead at the start of Saturday's St Mary's Trophy 1950s saloon race's guest leg and was clear of Andre Lotterer's Austin A90 and poleman Andy Jordan's A40 when a multi-car prang at Lavant reordered the chasing pack.

Benoit Treluyer (A40) spun Matt Neal's Jaguar round, at which Stuart Graham (Jaguar) cannoned off it into Matt Jackson's A40. Marcel Fassler (A40) – who had missed a gear and lost several places – threaded Trevor Parfitt's ex-Doc Shepherd A40 through the



Thunderbird rumbled to glory

middle and, with Jackson, homed-in on Anthony Reid (ex-Albert Betts Jaguar). Fassler went on to pip Emanuele Pirro (Alfa Romeo Giulietta Ti) for third.

Grant Williams (Jaguar Mk1) led Sunday's leg until Shepherd thudded

past in the T-Bird for aggregate victory. Mike Jordan was jostled back to sixth, but knew he had time in hand over Fassler's partner, top qualifier Matt Manderson – two places ahead – to be second overall.

RAC TT CELEBRATION

Turner and Bryant collect the TT

Following years of near misses – or being cruelly robbed in the feature GT race's latter stages – Ollie Bryant and Darren Turner finally landed Royal Automobile Club Tourist Trophy Celebration gold on Sunday in GPG 4C, Tommy Atkins' AC Cobra that Roy Salvadori retired from the contemporary international feature in 1964.

Turner set a furious pace from the start, but a multi-second lead over Bill Shepherd (Cobra) was twice erased by safety car interludes.

Turner stopped ahead of Shepherd, but the latter's superstar Dumas left the pits well ahead. Bryant chased the



Turner/Bryant prevailed

Frenchman down either side of another caution but couldn't find a way past.

Late in the race, however, a short-stop penalty was meted out that dropped Dumas to fourth behind Shaun Lynn's stunning Willment Le Mans Cobra finished by Andy Priaulx.

Jenson Button (Cobra) made a

cautious start from fourth, then clawed back to third with a string of fastest laps. Alas, once Alex Buncombe was aboard its Ford V8 engine started to misfire, thus it was retired. Martin Brundle/Bobby Verdon-Roe (Cobra) were fifth, ahead of the leading Jaguar E-type of John Spiers/Tiff Needell.

FEATURE

ALISTER MCRAE: I HAD MORE TO GIVE IN THE WRC

The 1995 British champion and former Hyundai and Mitsubishi factory driver in the WRC answers the MN readers' questions. By **Luke Barry**



Alister McRae:
speed in the genes

It's never easy being the follow-up act. But imagine being the follow-up act to the follow-up act. That's a little bit what Alister McRae's rallying career was like. With five-time British champion Jimmy and then 1995 World champion Colin setting an incredibly high standard, Alister had a lot to live up to as the third McRae on the scene.

Sadly, through no fault of his own, he would never truly get the shot at ultimate glory that he really did deserve. From missing out on a works Ford drive in 1996 to being forced into the shadow of Colin and fellow Brit Richard Burns, or then joining, as Alister puts it, "the right team at the wrong time," Alister's career has ultimately been chalked up as a bit of a 'what if?'

But that doesn't mean he didn't achieve success in his own right: the 1995 British and 2011 Asia-Pacific titles speak for themselves. And although he would never grace a WRC podium, there can be absolutely no doubt that Alister had just as much – if not more – talent than several other drivers to have achieved such a feat.

Here he tackles questions from the Motorsport News readers, broaching subjects such as a surprise accolade, that epic 1997 BRC finale, his ill-fated move to Mitsubishi and what's next for his 17-year-old son Max. While Alister remains more than content with his lot, it's rather telling how many times you'll read the word 'disappointing' over the next few pages...

Question: Was there ever a possibility that you wouldn't forge a career in rallying given what your brother and dad were up to?

Tyrone Haggarty
Via email

Alister McRae: "When I had just turned 17 I actually continued on doing motocross, and I never remember a time at 17 thinking 'yeah I'm going to make a career out of rallying'. I enjoyed riding motorbikes, I did motocross and then I basically burst my knee for the second or third time so I decided 'well I can't do that, maybe I'll have a try at rallying.' But it was never an intention of 'I'm going to make a career out of this' it was 'yeah we'll go and do some rallying because it's fun, it's a sport and it's a hobby.' After I did a few rallies, I then thought 'actually there's potential here to do that.'"

MN: Jimmy was stopped by Margaret [Alister's mum] with bikes as was Colin, but was there a bit of leniency for you as it sounds like you continued on two wheels for longer?

AM: "No, no my mum hated it! [laughs] She hated it, I loved it, my old man liked it so we managed to broker a deal where I kept going as long as possible."

Photos: mcklein-imagedatabase.com



RAC chance with Subaru in 1993 was eventful...

Question: *Did you feel any pressure as a youngster given your name and the hype that was already surrounding Colin because of Jimmy?*

Phil Ronney
Via email

AM: “You knew there’d always be people looking at you to see what you could or couldn’t do, but at the same time when I started rallying it was about getting out and trying a sport and really enjoying it, and then obviously wanting to go as quickly as I felt I could. So there would’ve been outside pressure but it didn’t play on my mind at all, it was just a case of get out and do your own job.”

MN: Did it end up helping you open any doors, given the fanfare around the McRae name at the time?

AM: “Definitely having the McRae name, probably not straight away, but maybe at the end of the first year. Maybe even the first year in the Scottish championship, we had the ability, my dad spoke to Colway and we got Colway remould tyres or we got the oil out of Shell. Products were easier to get a hold of, but as far as ‘you’re a McRae, there’s a load of sponsorship’, that never happened.”

Question: *Is it fair to say it was a surprise for you to win the Shell Scholarship in 1991?*

Angus Tullie
Via email

AM: “For me personally at the time, I didn’t think I would. I honestly didn’t think I would win it because I was a McRae. Colin was already there, my dad was obviously looking after the two of us and trying to get us involved in rallying. My dad had a really good relationship with Shell and Shell was always a sponsor of my dad so for me

personally I thought, even if I’m the best here, I don’t think I’ll get it.

“To actually win it was, for me, a bit more of a shock than anything. Obviously when I was at the assessment, I started to think actually the way they’re running this, it’s purely on what your ability is so then I thought maybe there is an option, but to start with I honestly thought it would go against me.”

MN: Can you remember who the other contenders were?

AM: “Yeah it was Richard Burns, Robbie Head, Jonny Milner, Dom Buckley and Mark Higgins. It was basically the young guys that turned out to be good at what they were doing, it wasn’t like names that would never be heard of again. It was the best of the young drivers at the time.”

MN: How useful was that scholarship for your career? It’s not something we really see in rallying now.

AM: “For me that was massive because we were in the Vauxhall Nova the year before and it was probably a case of we’d have maybe done another year in the Vauxhall Nova, but all of a sudden you’ve got a four-wheel-drive Group N car and I was out there fighting for the British Group N championship.

“It was a jump in what we’d been doing, and to have the chance to do it and not worry about where you’re going to get the budget or can you afford the good tyres and do you need to use something lesser, it gave you comfort. You knew you were in the best or equal to the best position you could be for that following year.”

Question: *How good a car was the Nissan Sunny? And how important was the British title for your career?*

Michael Burrows
Via email

AM: “Obviously at the end of ’93 [after a

year in a Subaru Legacy] when it went to Formula 2 for the following year, I think the first year with the car we had quite a few mechanical problems but it was quick, there was no doubt it was quick.

“So ’95 when we won the championship, basically the team just worked extremely hard on the reliability and we had a quick car that was generally reliable, as reliable as you could get in motorsport and I had a great year. The good thing was that was also my introduction into some WRC stuff with the programme as well so it was awesome to win the British championship obviously, but it was also awesome to start to... I was working with a team, and the guys in that team had all been at world level so to be in that position was a big boost to the career. That was the next stepping-stone for sure.”

MN: Has there ever been a better year for your family than 1995...?

AM: “The only thing that would’ve been better was if my dad had been driving historics and won the historic championship, then that would’ve been it! To do that, for Colin to win the World championship and myself the British, and then obviously on the ’95 RAC I finished fourth, first non-Subaru so it was a kind of fairy-tale year for sure.”

Question: *How did you deal with losing the Ford drive in 1996, because there’s various stories about how that played out?*

Toby Winter
Via email

AM: “For [the RAC] ’95 we hired an Escort from Malcolm Wilson and finished fourth, and at that time were in talks with Ford for the following year and had offers for the British championship but decided to not take up that option and try and

continued on page 22



Shell Scholarship in 1991 helped set Alister off on his rally career

FEATURE



Reliability work paid off with the Nissan Sunny in 1995

get to the World Rally Championship. “So, when it fell through for ’96, for whatever reason it was that it fell through, we didn’t get the chance and obviously that was really disappointing because that... it’s not a step back but it’s not a step forward. If you stop moving forwards in sport you’d be as well going backwards, so that was a real disappointment.

“But it’s not something you dwell on, it’s just ‘what can we do to try and rectify this?’ We hired a car off Malcolm for the first two rounds of the British championship and won both of them. It was disappointing, but in motorsport the ups and downs are quite extreme so it’s something that you just live with.”

Question: Talk us through that intense ’97 British Rally Championship

“I was fastest equal with Colin on the first stage”

Alister McRae

finale. Does that crash still hurt today?
Peter Scofield

Via email

AM: “If I look back at some of the footage of it, we got a lot of publicity but that’s maybe not the right thing! Obviously to lose, it was one of these championships that was very competitive and everybody was on the limit.

“Where we crashed, I would do the same thing over that jump again and again: it’s flat out. But for some reason the car – just as it landed, whether it went coil bound or whether it bottomed out, I don’t know – reacted the wrong way. Nine times out of 10 that would never be a problem so to me it was really disappointment because the second championship was a potential, but it’s back to that [fact] there’s so many variables in rallying and motorsport and you’ve got to

take the bad along with the good.

“[It was] disappointing, more so for Volkswagen as they definitely deserved a championship and we were almost there but it didn’t happen. But there were a number of people that year that were in a position to win and it never happened so it wasn’t just us.”

Question: How special was it compete alongside Colin for Subaru on Rally GB in 1998?

Derek McManus

Via email

AM: “Yeah I mean for me, for Colin, for the family you can’t get any better than both competing in the World championship in the same team, so that’s definitely one of the highlights. Didn’t go that well for either of us but the lead up to the event, the testing, obviously I was

jumping from Formula 2 into World Rally Car but to get the event prior to it [Bulldog Rally] in Wales, to test along with Colin and then do the rally it was definitely an awesome time for sure.”

MN: You were obviously less familiar with the machinery than Colin, but was there a little part of you that was just desperate to beat him?

AM: “I went to that event and I wanted to be in the top three, and we did run in the top three. We were first equal with Colin on the first stage and then on the first proper gravel stage it was Colin, Burnsie and then myself [just behind Didier Auriol by 0.8 seconds] ahead of Carlos [Sainz], [Juha] Kankkunen and whoever else was there. For me the idea was I was going to go there, it was a one-off event, so I was going to try hard but obviously the big disappointment was we were lying second and got caught out in the fog on the last morning.

“That was really disappointing but up until that point, jumping from Formula 2 into a World Rally Car and the speed I had I think was pretty good. In myself I was still disappointed that I couldn’t match or wasn’t close enough to Colin and Burnsie for my liking, but even Colin said ‘you’ve got to remember we’ve been driving these cars for years.’”

Question: Did you join Hyundai knowing that you’d get a WRC drive?

Harry Mills

Via email

AM: “Yeah, when I signed with Hyundai it was a three-year deal so we already knew it was a year in the Formula 2 car

[Coupe Kit Car Evo2] and help develop the World Rally Car for the following year. So that was always the plan, one year in Formula 2 obviously to gain experience of the events and to give Hyundai basically the time to design and build the World Rally Car.”

MN: Did you have other options on the table at that point, or was Hyundai the only and best option that was there?

AM: “After Rally GB, David Richards [Prodrive boss] was really keen to try and do something with Subaru but they obviously had their works team signed up, at that time I suppose you would call it their customer cars in the World championship, and he was really keen to try and do something. But at that point, to get a three-year deal with a manufacturer that’s just coming into the championship, that did seem like the right move.”

Question: Was the Accent a bad car, or did things just not fall into place?

Craig Beaton

Via email

AM: “The Hyundai Accent was a good car but it just needed refinement and that was done over the two years I was in it. By the end we finished fourth on Rally GB with it. It was getting there and you’ve got to remember the other manufacturers in the championship at that time had been through the Group A [and] had changed to World Rally Car. Hyundai was a new manufacturer coming in when the other manufacturers in the championship had been doing it for years. So to actually just come in and expect you’re going to be fighting for wins, unless you have a



Brothers in arms: Colin and Alister talk tactics in the service park



Ford outing for RAC in 1995 nearly led to a bigger deal

budget way bigger than anybody else which we didn't have, it would be very difficult to do. So it was a good car that just needed a bit more work to get it to the pace it needed to be at."

MN: How do you think drove, particularly in that first year in 2000, as it was obviously a big chance for you to finally be in the WRC with a proper car and a proper team.

AM: "Basically if you can't win, you compare yourself against your team-mate. And in these two years in the WRC I had Kenneth Eriksson, I had Piero Liatti, I had Juha Kankkunen and I reckon against these guys, I beat Kenneth on rallies, he beat me on rallies, I was very close and beating Piero Liatti in stage times on the events he did on Tarmac. So for me, there was always room for improvement. There was always room to get quicker and get better as a package as a driver, but first two years in the WRC car I would say have said I went pretty well."

Question: Was it a benefit or a hindrance in hindsight to be the 'third' British driver alongside Colin and Richard?

Arthur Donaldson
Via email

MN: Essentially do you think it's a shame you weren't the full focus of the British media, or did it help you to be more under the radar when doing your learning?

AM: "No I think just being the third McRae in rallying, and being the second McRae in the World championship, probably was at that point more of a hindrance. Well, I wouldn't say hindrance [but] there were probably some negatives

there that maybe outweighed the positives. Purely in that, and if you take the fact Richard was there as well, you had Richard and then you've got my brother in top-line cars and I'm trying to find my way to a top-line car or a winning car, there would be doubts there as to whether another brother can actually do the same as what Colin's done.

"Or another British driver from the same era as Richard and Colin is going to have the ability to do it. So I think at that point, there were some negatives there."

Question: Mitsubishi looked like a dream ticket but to the wrong station. How disappointing was that move?

Jack Braidwood
Via email

AM: "For me I always say I got to the right team at the wrong time. I think that's the best way of describing it. Obviously we went there and speaking with Andrew Cowan at the time and John Easson, we always knew it was going to be difficult to start with because they knew the car wasn't going to be as competitive as it needed to be.

"But there was development in there that was going to happen, and for me that actually would've been the first full year, the first full season in the WRC, I'd never done a full season. Even with Hyundai we missed events, but that was going to be the first full season.

"The car wasn't as competitive as it needed to be so it was going to be again another learning year and help develop the car, and I thought the following year [2003], the second year of the Mitsubishi,

that was when we could really have a real go at it. But the year [2002] started off average and got worse as it went along, hence I was in the right team at the wrong time."

MN: There was a contractual issue that ended up souring the relationship too wasn't there?

AM: "Obviously when they pulled out at the end [of 2002], I fell off my mountain bike and tore my liver which put me out for two or three events. They then, as I was ready to come back, I was in Australia at the time, had got the all-clear to go back driving again and then literally two nights later got a phone call from John Easson to say the test had been cancelled and that Mitsubishi were pulling out.

"At that point obviously you're devastated, you can't believe it's happening but it was a case of renegotiating with the new management to be involved in the test and development of the new car and then come back when they were returning in 2004. And that was all agreed, that was going to happen and then during 2003, the end of 2003, Sven Quandt sat me down and said 'basically we've made other plans and we're going to look at a new driver line-up.' They weren't going to give me that extension to the contract that we had discussed, so by that time I had been out of the championship by a year and a half at that point which was pretty much the beginning of the end of the chance of me stepping up again in WRC."

Question: Why did you do Production WRC in 2004, and after that did you feel

continued on page 24



Joining the top table: with the factory Subaru team on GB in 1998



A three-year deal with Hyundai was something McRae couldn't resist

FEATURE



A memorable season in the F2 VW in the British Championship in 1998



A switch to Mitsubishi didn't deliver on the promise in the 2002 season



The PWRC title battle brought heartbreak late on in the 2004 season

like your career was almost over at international level?
Terry Hempseed
Via email
AM: “The reason for doing PWRC was because it was a last-minute decision from Mitsubishi or from Sven Quandt that I wasn’t going to be used for the new car. So you’re then kind of left high and dry and there’s no seats available, so we reckoned the next best thing was to try and put a deal together with RED and to do the PWRC, knowing that it was basically keeping you in the championship. Obviously the idea was to win PWRC and keep your face there to try and get back into a WRC car.”
MN: And the second part of that, the end result of the season and the impact it had on your international career? Was there a feeling of this might be it for you or were you still trying hard to make something happen?
AM: “Yeah four or five of us went to Australia able to win the championship, whichever one of us won, won the championship. Going into the final day, we were [33.5s] up in the lead and basically all we needed to do was cruise through the final day to win the championship, that was the aim.
“And then the rear diff broke on the third stage on the final day and that was it finished. At that point, we had gone there to win the championship, we were in a position – a very good position – to do it and it didn’t happen, so for sure at that point you’ve got to say ‘this is starting to get difficult.’ You never say to yourself ‘that’s it, I think that’s it over.’ Not at that age [33], you always continue to try. But at that point it was definitely an uphill struggle.”
MN: You’ve never seemed like the kind of character who rues the past, but do you ever look back and feel like you were robbed of the WRC chance your talent

would have deserved? Or do you choose to look at it the other way and say ‘actually, I did get to live the dream to some extent.’
AM: “Yeah I look back at it and if you take it as far as Proton and the Asia Pacific, I had 20 years as a professional sportsman doing something that started off as a hobby. From that point of view, yep, it’s awesome.
“From the point of view of I think I had more to give in the WRC, and if circumstances had have been slightly different I might’ve got that opportunity; yes that’s disappointing. But you can’t dwell on it. If your granny had balls, she’d be your grandpa as they say. You can write that down if you want, I don’t mind!”
MN: [Laughs] We will. . .

Question: You looked really at home and happy with Proton, were they some of the best years of your career?
David Montague
Via email
AM: “It was a different phase of my career. Obviously the best years of your career are when you’re at the top level of your sport which is obviously WRC, but to get the opportunity to come back and do Asia-Pacific when you hadn’t really been doing a lot of rallying, and when Chris [Mellors] called me to see if I was interested, it was a definite ‘of course I am’.
“And to work with what was a small, almost family-like team was great and in the S2000 when we came back and did some of the IRC, we were against full works teams and we were running with them and beating them.
“From that point of view, yeah it was great. And it was different events, rallying in China, Malaysia and Indonesia, it’s all different experiences and it was definitely a great time.”

Question: When will your son Max make the WRC? We need another McRae in there!
Julia Budd
Via email
AM: “[Chuckles]. If you’d asked that about either myself or Colin at 16 or 17 years old, you would probably have laughed at them. Nowadays at 16, 17 you actually need to be planning to try, if that’s what you’re going to do you need to be working towards it. I hope that it does happen. When it’ll happen or if it does I’m not sure but we’re working towards it and he’s got a lot of natural talent and he’s got the drive and the want to do it. Whether we can make that happen or not I’m not sure but we’ll try very hard.”
MN: Do you think the next step, when Covid calms down, is to get him into Europe?
AM: “Without a doubt. This year in Australia was all about building experience because he could rally in Australia, but that’s not happened because of Covid over here now. It’s been a bit of a delayed hit this year in

“You never say to yourself ‘that’s it, it is over now’”
Alister McRae



McRae stacked up well against his WRC team-mates in 2000

Australia with Covid, and that’s stopped him getting the stage mileage and the experience we wanted. But the plan was always to get some experience here when he was 16 and 17 and then head back to Europe if it looks like he’s got the ability, that’s what we’d try and do. Covid has definitely delayed it, but for sure hopefully we’ll see him back in Europe next year at some point.”

Question: Have you been tempted to get back behind the wheel again?
Keith Bacon

Via email
AM: “Before last year when Covid hit, I had quite a few events planned for the year in a Ford Escort Mk2 on Otago, Silver Fern and obviously back to Goodwood, some stuff down in New Zealand with Vantage [Windows Motorsport], so I had probably half a dozen events that we were going to be doing and then obviously Covid stopped all that.

“And I guess now at the moment, yeah I would love to be back driving but a bit like my father did when he pulled out the British championship, he pulled out to concentrate on giving Colin, then myself, the opportunity to try and do it and I’m kind of doing the same with Max. We’ll try and get Max, give him the opportunity and then I might go back and drive some historic cars again.”

Question: What was the best car you ever drove?

Paul Berry
Via email
AM: “It’s a difficult one to answer because you generally link cars to results, but for pure enjoyment and the thrill of driving it, it’s actually the Vantage Subaru down in New Zealand. It’s a ’99 World Rally Car but if we

want to we’ve got between 750 and 900 horsepower. So to drive that, not just on Tarmac, but to drive that on gravel when we did the Race to the Sky, that’s a mixture of enjoyment and fear I think because it brings out the adrenaline quite quickly when you’re on the rev limiter at 150mph on gravel. Going uphill.”

Question: What is the best rally stage in the world?
Paul Berry

Via email
AM: “If it’s best stage of your career if you want to say, I reckon for me it’s probably when we won the Formula 2 in Finland in ’98. It was Ouninpohja: everybody says that’s a great stage but we got to Ouninpohja and we’d been fighting with the likes of [Harri] Rovonpera, [Toni] Gardemeister, all the local guys, we’d been fighting with them for the rally and all the Finnish comments were ‘when you get to Ouninpohja you’re finished. You’ll never stay ahead.’ And I reckon that’s probably one of the best stages I’ve driven, and we took time out of them all. So for me, purely from a drivers’ point of view and what we were doing at the time then probably that’s my favourite.”

Question: What’s the best piece of advice you were ever given, and what’s the best piece of advice you could give out?

Ian Florence
Via email
AM: “There’s not any specific advice somebody’s given, but I guess through life you learn nothing’s handed to you. You’ve got to work for it, and don’t give up. Quite simple! It doesn’t matter what you’re doing in life, if you put the effort in you will get return and just don’t give up, keep pushing.” ■



McRae's final WRC outings were in a Proton in 2012

Multi-disciplined, Single objective.

Whatever your chassis
requirements, winners have
one thing in common.



proflex
SHOCK ABSORBERS

www.proflexuk.com | tel: +44 (0)1200 442345



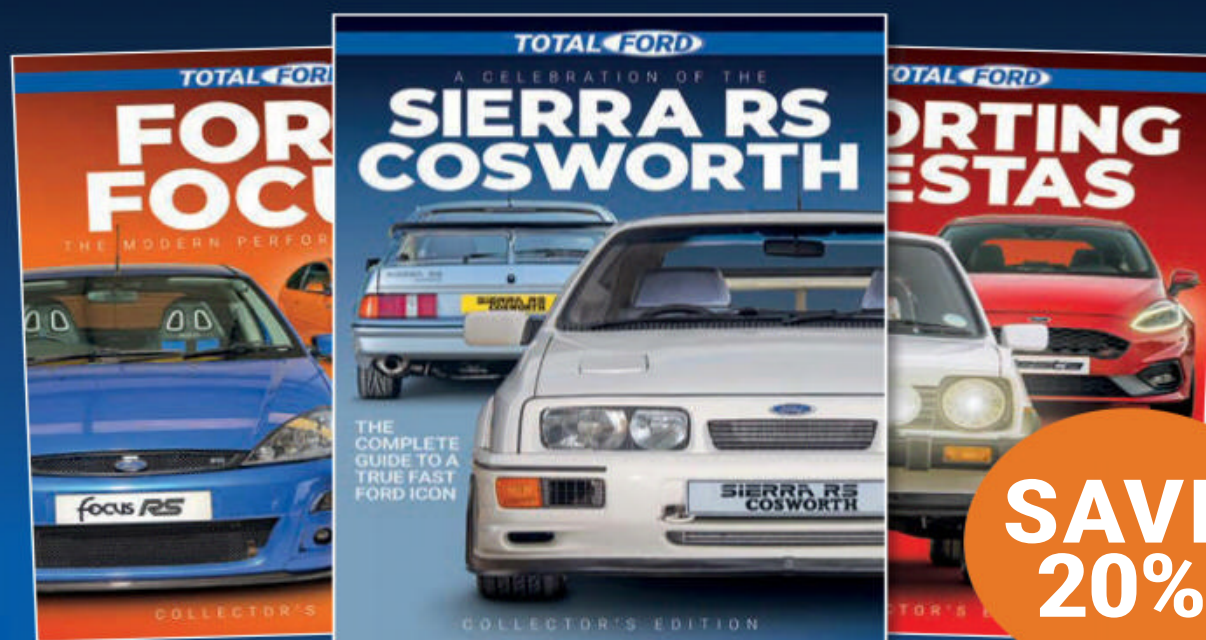
NEW BOOKAZINE SERIES! CELEBRATING THE BEST OF FORD

SUBSCRIBE NOW AND SAVE 20%, ISSUE 1 OUT 4TH JUNE 2021

TOTAL FORD

SUBSCRIBE TO THE SERIES
1 YEAR JUST £28.77

SINGLE ISSUE JUST £8.99



SHOP TODAY VISIT SHOP.KELSEY.CO.UK/TFD OR
CALL 01959 543 747 AND QUOTE TFD

LINES OPEN MONDAY –
FRIDAY 8.30AM – 5.30PM.
CALLS ARE CHARGED AT YOUR
STANDARD NETWORK RATE

TERMS AND CONDITIONS Full terms and conditions can be found at shop.kelsey.co.uk/terms. Offer applies to UK subscribers only when paying by direct debit. Your subscription will start with the next available issue with your first 4 issues charged at just £28.77. Payments will continue to be taken at the low rate of £28.77 every year thereafter. You can cancel your subscription at any time and no further payments will be taken

HOT ROD WORLD FINAL REPORT

Photos: mkpics.net

NATIONAL HOT ROD WORLD FINAL: FOXHALL HEATH BY GRAHAM BROWN

SEPTEMBER 19



Rob McDonald was untroubled for glory

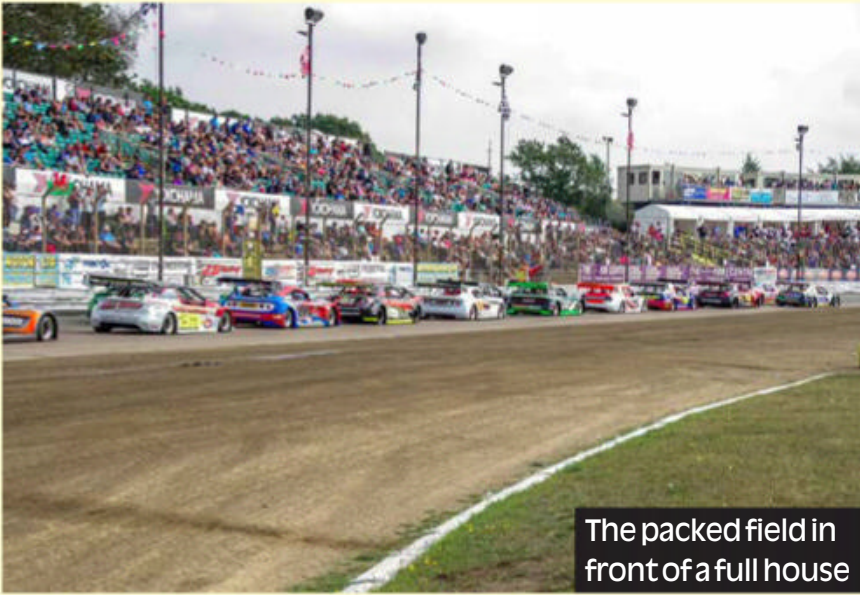


Scotsman maintained his gold roof for another year

GREAT SCOT! McDONALD KEEPS HIS COOL TO MAKE IT BACK-TO-BACK HOT ROD WORLD FINAL WINS



Wood chased hard but had no answer to the winner



The packed field in front of a full house

RESULTS

National Hot Rod World Final
Laps: 75 Track: Foxhall Heath, Ipswich

	DRIVER	CAR	TIME
1	Robert McDonald	Vauxhall Tigra A	27m 30.760s
2	Billy Wood	Vauxhall Tigra A	+3.450s
3	Derek Martin	Vauxhall Tigra A	+7.742s
4	Gavin Murray	Vauxhall Tigra A	+10.838s
5	Carl Sloan	Vauxhall Tigra A	+12.874s
6	John Sibbald	Vauxhall Tigra A	+14.952s
7	Jason Kew	Ginetta G40R	+15.156s
8	David Casey	Opel Tigra A	-1 lap
9	John Christie	Lotus Exige	-1 lap
10	Ross McWilliam	Ford Fiesta	-1 lap

11 Gary Woolsey (Ginetta G40R); 12 Paul Wright (Vauxhall Tigra A); 13 Shane Murray (Ginetta G40R); 14 Ben McKee (Mercedes SLK); 15 Aaron Dew (Ginetta G40R); 16 Terry Hurn (Ford Fiesta); 17 Bradley Dines (Vauxhall Tigra A); 18 Perry Cooke (Vauxhall Tigra A); 19 Andy Stewart (Ginetta G40R); 20 James Mooney (Vauxhall Tigra A); R Adam Hylands (Vauxhall Tigra A) 27 laps/handling; R Dick Hillard (Vauxhall Tigra A) 24 laps/handling; R Jamie McCurdy (Ginetta G40R) 18 laps/collision damage, bent axle; R Brendan O'Connell (Opel Tigra A) 15 laps/handling; R Jeff Riordan (Opel Tigra A) 13 laps/deranged steering; R Lee Carlin (Peugeot 205) 6 laps/misfire; R Jack Blood (Vauxhall Tigra BI) 1 lap/crash; R Chris Haird (Vauxhall Tigra BI) 1 lap/crash/deranged steering; R Gordon Alexander (Vauxhall Tigra A) 1 lap/crash damage; R Glen Bell (Ford Fiesta) 0 laps/oil pump/blown engine; R Carl Waller-Barrett (Vauxhall Tigra A) 0 laps/clutch; Stuart McLaird (Ginetta G40R) 0 laps/crash/stuck throttle.

After setting a new record for the longest time as champion without having to defend the title, it was perhaps only fitting that when Rob McDonald was called upon to renew his tenure under the gold roof, he did it in dominant fashion.

Having claimed pole from the Hot Laps [qualifying session], he made certain of the lead into turn one, repeated the exercise after an early stoppage, and never looked remotely under pressure thereafter.

Fellow front row starter and 2018 champion Billy Wood chased valiantly every inch of the way but simply didn't quite have the pace of the Scotsman, while although National champion Derek Martin didn't manage the double, he still got home a highly respectable third.

Despite having skipped a year, 2021's Hot Laps grid qualifying very much emulated 2019's, with drivers continuing to punch in faster and faster times throughout, leaving pole in doubt until close to the end.

McDonald's blistering 14.23-second pole lap came as the ninth car from the end of the session, while Wood's attempt to unseat him – which came up short by just 0.05s – was only another three runs further on in the order.

While it is always assumed that the track will be cleaner and run faster in the back end of the draw, Adam Hylands (third from last) was just one of several drivers to disappoint themselves. European champion Shane Murray, Thunder 500 winner Carl Waller-Barrett and David Casey all fell right into that same category, while Chris Haird's comments about both his handling and his 13th grid position were

unprintable and initiated a whole raft of set-up changes on the #115. The very last car to run though – John Sibbald – raised a few eyebrows with a time good enough for inside row four.

So McDonald had got his hands on a pole start again for his long-awaited title defence. But with Wood sharing the front row, surprise packet Jack Blood and Martin right behind, and only 0.54s covering the whole grid, the usual story of 'no easy wins here' seemed likely to be repeated. No-one had shown McDonald that script, though. . .

With Hot Laps having determined the starting order of 32 of the 33 runners, there just remained who would join the back of the grid as the 'wildcard'.

Pre-event favourite to take that was Paul Wright, which he did eventually achieve, just not quite in the way which might have been expected. Wright carved through from the fourth row to lead the first heat but then ended up in a scrapyard's worth of cars littering Turns 3-4 after Sam Gray lost a water hose and turned the track into a skating rink.

Wright was very lucky to extricate himself from the mess with just minor damage (the only driver to do so) and was able to restart last. He only got a ninth out of it but followed that up with a second heat win after a duel with Joey Palmer, who he was forced to confront again in the final. Wright, starting fifth, was eventually able to catch and pass poleman Palmer in order to snatch that last grid position.

The World Final

After the field was led away by the Mk2 Escort replica of Mick Collard's winning car of 40 years ago (last year) there was

immediate drama when a stuck throttle meant Stuart McLaird crashed in the warm up laps, and Glenn Bell pulled his Fiesta up with a broken oil pump.

When they did get going, Blood went spinning down the wall to bring out the yellows, several other cars (three-time winner Haird among them) collided, putting a few more on the infield.

The race finally got underway with a single file restart coming off the caution period.

The first attempt had McDonald and Wood battling side by side before McDonald established himself in the lead. But with a clear run this time he made a flawless getaway.

With Wood still in touch, the pair were soon drawing clear of the rest, leaving Gavin Murray and Martin disputing third ahead of another two-car dice between Sibbald and Carl Sloan.

Up front McDonald had his head down now as he began to eke out a steadily growing gap over the second man, and it slowly dawned that what there had been between them in Hot Laps – 0.05s – was still about what separated them now.

By mid-distance Martin had finally found a way past Murray but Wood was a long way up the road by then, even if he wasn't able to prevent McDonald continually opening out the gap between them.

With even the fairly frequent clumps of backmarkers not slowing the leader much, barring any last-minute mechanical issues, McDonald already had his second World title wrapped up long before the finish. He completed the 75 laps still comfortably clear of Wood, thus saving any expenditure on repainting the roof of the #17.

Q&A

Consecutive World Final wins for the ultimate Flying Scotsman

We caught up with Rob McDonald at Ipswich, which is something his rivals failed to manage...

Q: Although it is notoriously difficult to win a World Hot Rod final, you definitely made it look easy. Was it?

Rob McDonald: "It was certainly pretty straightforward; we just did what we had to do."

Q: Do you think you basically

won it on Saturday (in Hot Laps)?

RM: "I think that played a good part in it. Obviously, putting yourself on pole is a good start – it certainly helps win the race!"

Q: Having had this long run as champion throughout the pandemic, successfully defending the title now must be pretty satisfying.

RM: "It's really satisfying; it's really good because no-one can

say the first one was a fluke. And doing it two years in a row, which is essentially what I've done, is a good achievement I think."

Q: And returning to the question we asked you in MN's preview, now that you have won it again, how will this affect your decision to step back from racing a bit this year?

RM: "Oh, we will still do the majors

and we'll still do what we need to do to qualify again. The thing is, I like to have my fixtures at the start of the year and know what I'm going to do and at the present moment you can't work on anything. All that said, I'm going to the British and I'll probably be at all the meetings this year now; to be fair I've already missed a few so I'm going to need to do them all. I want to qualify and defend my gold roof again."



Team 17 celebrates another famous win at Ipswich

FEATURE

LAN

EXCLUSIVE



Norris scored his season's best result in the Italian GP

Photos: Motorsport Images

D

O

:O

I AM PERFORMING AT MY BEST LEVEL EVER



Lando leads champ Hamilton

British McLaren driver Lando Norris speaks to James Roberts about his stellar season

It's something that is normally uttered by a grandparent: "My, haven't you grown?" And while the diminutive Lando Norris might have remained at five foot seven inches in height, in the past three years he has matured immeasurably in terms of stature, experience and speed behind the wheel.

Norris may only be 21, but the British driver has already made over 50 grand prix starts and for much of this season has sat third in the drivers' World championship behind Lewis Hamilton and Max Verstappen.

In an era when records are being broken regularly in F1, earlier this year Norris scored 15 consecutive finishes in the points – the most ever for a McLaren driver.

The happy-go-lucky youngster is a huge hit with youthful F1 fans and he's also winning plaudits from more seasoned observers for his pace, bravery and assuredness in his MCL35.

Hamilton publicly praised the McLaren man's wheel-to-wheel combat in Austria and as both Carlos Sainz and Daniel Ricciardo have discovered –

being a team-mate to the relative newcomer isn't an easy task.

The first time I spoke at length to Lando was a little over three years ago when he was racing in Formula 2. McLaren had loaned me a 570GT for the Austrian Grand Prix and I picked up the Carlin man from his hotel and handed over the keys to the prized supercar.

As we approached the Red Bull Ring he excitedly saw a McLaren truck coming out of the circuit and tried to flash his headlights in solidarity. When the windscreen washer fluid sprayed instead, he laughed, saying his experience of driving McLarens was limited.

Fast-forward the three short years since

and not only has his own car collection grown, but his knowledge of racing McLarens has too.

At the Italian Grand Prix a fortnight ago, Norris scored his best-ever result in F1 and his second place was his fourth podium of the season. And despite following in the wheel tracks of his team-mate (who he's had the measure of this year), Lando knew the significance of ensuring Ricciardo was unchallenged to take McLaren's first grand prix win in nine years and their first 1-2 finish for 222 races. His time on the top step of the podium won't be too far away...

On the eve of McLaren's victory, MN was granted an exclusive interview with Norris in Monza. Due to the protocols still prevalent in F1 due to the ongoing coronavirus pandemic, the interview was conducted on Zoom, instead of being in person.

Wearing the obligatory papaya-coloured cap, Norris spoke from the McLaren hospitality unit in the Monza paddock, and seemed to be irked by his own disappointing performance at Zandvoort just four days earlier. The champagne celebrations of Sunday night seemed to be a long way off as we

continued on page 30

"We've only missed out on very few chances"

Lando Norris



The McLaren man's third podium of the season came at Austrian GP

FEATURE



Norris rates his McLaren team-mate very highly



The young British ace has signed a long-term contract at McLaren



Norris and Ricciardo (and chums) check out the new-for-2022 F1 car

chatted on the Thursday afternoon. We reflected on his strong start to 2021, where Ricciardo *had* been struggling in comparison, his hopes for next year and the surprise F3 ‘race’ he took part in just before the start of last season...

Question: *Lando, you have been third overall for much of this year, how would you rate it so far?*

Lando Norris: “I would say everything until the summer break was really good. I was very happy, there was very few opportunities we missed out on. Where there was opportunities to score big points, we succeeded, and that’s the reason why I have been third in the championship.

“The last few races [prior to Monza] have not gone to plan and we’ve had a string of being a bit unlucky at times. My crash in Spa and the tough weekend in Zandvoort, which was probably the worst Saturday that I’ve had.

“It has been very good and we are still P4 in the constructors’ [championship] and P4 in the drivers’ championship even with these three bad weekends that we’ve had and that shows that before that it was exceptional – well [laughs] not exceptional – extra good in a lot of ways.

“It has been my best season so far ever in racing and I’m the pleased with how I’ve driven myself, through Friday to Sunday most weekends. But there is always room for improvement. It’s been a very good season but we have to keep pushing.”

Question: *Why do you think you personally, have been so strong this year?*

LN: “Definitely part of it is experience, which I hate having to use as a reason. I don’t want to use that as an excuse, but experience helps in terms of consistency. I think my approach and how I’ve been working with my team.

“Also I’m just that bit more comfortable in the car. It’s clear every time I go out for qualifying and the race, the job I need to do in order to extract all of the lap time out of the car. A lot of it is also hard work and having a bit more confidence in myself and driving more naturally. The

more natural I drive, the better I perform.”

Question: *You set a new McLaren record of scoring points in 16 consecutive races, did that have any special significance for you?*

LN: “It’s not something you consciously try to do. It was never something I knew about until someone told me. It doesn’t really mean a lot to me to be honest. Getting a good result on a race weekend makes me happy, not just a record of having points in every race weekend.

“If anything it shows what a consistent and strong end to last season and first half to this year we have had. I’m just happy that I’ve been performing well. I’ve not made too many stupid mistakes – I’ve made a couple here and there – but I’ve just been consistent.”

Question: *Why do you think your team-mate Daniel Ricciardo has been struggling for much of the year in comparison?*

LN: “It’s a very difficult one to answer... I can’t speak on his behalf, but I can talk about my experience of what it’s like to drive the car. I don’t know how easy or hard it is to drive other cars, but considering how good he is and his performances at Renault and Red Bull, it must just prove this car is very difficult to drive.

“I’m more used to this car, having grown

up driving it. Maybe if I switched teams I would struggle to get used to an Alpine or a Red Bull. The McLaren is a different car to drive and even Carlos Sainz has said after going to Ferrari, it’s a very different driving style that he has needed. He’s also adapted very well and perhaps it’s easier to go from a McLaren to another car than the other way around. This car is really on a knife edge.

“When you perform well, it’s almost like a switch in some ways. But when you put it together and everything is perfect, we have a very strong car and can get a podium. But as soon as we don’t have the confidence to lean on the rear or front of the car, we have a weekend like we did in Zandvoort. And there our performances were much more equal: we both struggled quite a bit. But as I’m more confident in the car I can find an edge that is difficult to find. That’s when we take that big step forward and I can perform well.”

Question: *It isn’t because you are miles better than him?*

LN: [chuckles] “I’m not going to say that am I? But I have done very well this season. I have to have some confidence in myself and some self-belief that I have been doing a good job. Even if Daniel has been struggling, I must also be doing a reasonable job at the very least. Daniel is not a bad driver – everyone knows that and there will be times when he will be



The up-and-coming star has a lot of support in the grandstands



Norris is looking forward to going wheel to wheel with Russell (behind)

quicker than me. I'm not trying to say I'm much better, I want to believe I'm a little bit better, but not way better than Daniel Ricciardo because I know he's one of the best drivers in Formula 1."

Question: How influential were team principal Andreas Seidl and CEO Zak Brown in getting you to commit to McLaren in the long term?

LN: "They are both massive racing enthusiasts, so it's not like they run the team and don't have any idea of what goes on. Zak often classes himself as a racing driver a lot of the time too. He understands and he's very accepting of a lot of situations that we are in. He also knows what a driver wants and doesn't want. He stays out of the way and lets me be with my engineers."

"He also knows when to stand in and say something to motivate me or tell me areas where I need to improve. I think that's the best way to work, he doesn't constantly pile pressure on that destroys you as a person and a driver. He gets the level right when he's trying to help, stay out of the way and do his job."

Question: What are your thoughts about the new regulations next year, is it an opportunity you feel McLaren can take advantage of to push forward from third and hunt down wins and a potential championship?

LN: "I've got no idea to be honest with you. So many things are changing, it will be a completely different car to drive. In a way you'll still expect the fast teams, Mercedes and Red Bull, to be quick and at the front of the pack. Of course, we want to close down that gap and we want to be closer to have an opportunity to do so. We hope to find these little tricks that you get when there are rule changes. That's what every team tries to go out and do."

"But I think we just have a better platform and stability within the whole team going into this new year than what we had a few years ago. If we can put things in place at the start of next season and work on them throughout the year, maybe by the end we can be within a better chance."

Question: What are your thoughts about going up against your old friends George Russell [who will be in a Mercedes next year] and Alex Albon - back in F1 in a Williams for 2022?

LN: "We're good friends. We respect each other massively as we have grown up together in a way. It's not like we all talk every day - we're not brothers! - but we get along together and have fun, particularly in the sim racing that we've done. And golf that we do every now and again, we really enjoy that."

"Also, on track, there is probably no one more we want to beat than each other. I want to beat George and Alex more than anyone because they are the guys I've grown up with and who I'm compared to and it'll be the same for them."

Question: Trevor Carlin recently mentioned to us about how much fun you were having testing one of his F3 cars before the restart in the F1 season last summer and you had some friends with you on track...

LN: "Yes, it was me Carlos [Sainz] and Yuki [Tsunoda]. It got very sketchy at times because Yuki was bump-drafting us down the straight, which me and Carlos were very uncomfortable with. It was quite a dramatic moment, but it was cool to get back into the rhythm of things before getting back into Formula 1."

"We did some racing and had some fun battling each other and getting that mentality back in place. It was really enjoyable and I love Trev, he's helped me a lot in my career and he's helped many Formula 1 drivers get to where they are nowadays. I do those things quite a bit, sometimes karting, other times running in an F3 car with Trev."

"It was a lot of fun, we really enjoyed it, although at times, I thought this is going to end so badly and Trevor's going to have a massive bill at the end of it! It's cool he let us play around."

"A lot of managers and team owners wouldn't let us race and get that close, but I'm sure he was nervous with what we were doing, but it was all for the best to get back into shape for F1. We'll have to dig the onboard videos out one day..." ■



Taking it all in his stride: Norris broke McLaren's record for successive points-scoring races in Formula 1

RACING REPORTS

Photos: Steve Jones

CASTLE COMBE: CSCC BY STEVE WHITFIELD SEPTEMBER 18

NO-ONE CAN GIVE WHITE THE FF1600 BLUES



Oliver White won the opening Combe FF1600 event on his way to the crown



Winner for sale: Oliver Bull took his final victory in the Castle Combe GT thrash

Ollie White clinched the Castle Combe Racing Club Formula Ford title in dominant fashion, despite two incredibly close races with Felix Fisher on finals day.

Fisher fended off his rival for the majority of the opening encounter in his Ray GR05, but it was White who snatched victory in his Medina GR05 with a final-lap pass at Quarry bend. The result was enough for White to secure the overall crown, with nearest challenger Luke Cooper taking third from Ben Mitchell on the last lap exiting Tower corner, despite continuing to struggle with an underpowered engine in his Swift-Cooper machine.

Fisher again led from White in the second encounter, this time holding on in greasy conditions to take his second win of the season. Cooper dropped to sixth at the start before recovering to fourth following contact between Tom Hawkins and Kieran Attwood that put the latter out with a puncture, but was unable to pass Mitchell for third.

“It’s been a brilliant year at Combe,” said White. “I’ve had some great races with the other frontrunners, particularly Felix, it’s been so close between

the two of us all year long.” “A great way to finish,” added Fisher. “It’s just been an unlucky year, but I’ve never finished outside the top two. I’ll give credit to Ollie. There’s a lot of respect there, it’s ever-so tight but we’ve never banged wheels once, that is the way it should be.”

Oliver Bull gave his Vauxhall Tigra Silhouette the perfect send-off with another dominant victory in the CCRC GT race. Bull is selling the car that took him the overall title in 2015 as well as runner-up spot on three occasions.

“It’s just a joy to drive,” said Bull. “Jerry, my uncle, built it in 2015. We won the championship here in 2015, and we’ve been steadily developing it since. We’ve developed it as far as we can, and we’ve enjoyed every second of it – the highs and the lows.”

Ian Slark successfully defended his crown in the Super Mighty Minis finale, which produced some typically close action.

Slark was involved in a three-way fight with David Kirkpatrick and Greg Jenkins in the first encounter, the latter rocketing up from sixth on the grid at the start. Jenkins eventually

RACE WINNERS	
CCRC Formula Ford Race 1: Ollie White (Medina Sport JL17K); Race 2: Felix Fisher (Ray GR05)	
CCRC GT Oliver Bull (Vauxhall Tigra Silhouette)	
CCRC Hot Hatch Tim Adams (Honda Civic)	
CCRC Saloons Adam Prebble (Vauxhall Astra)	
CCRC Open Tim Woodman (Caterham Seven)	
Mighty Minis Race 1: Greg Jenkins; Race 2: Ian Slark	
Track Attack Race 1: Rich Hockley (Honda Civic); Race 2: Shaun Goverd (Peugeot 106 GTi)	

prevailed to take the win ahead of Slark after a heavy crash for Chris Moore ended proceedings at two-thirds distance. Jenkins rose from eighth to lead the partially reversed grid race, but he was pipped by Slark, who took his eighth win of the year.

BRANDS HATCH: MSVR BY MARK LIBBETER SEPTEMBER 18-19

CLUBMANS CREW SPICE UP THE ACTION WITH CLOSE-FOUGHT VICTORIES

Photo: Gary Hawkins



Winner Steve Dickens fends off another winner: Clive Wood

Three different drivers claimed race victories in a thrilling trio of Clubmans Sports Prototype races held at Brands Hatch last weekend.

Steve Dickens won the opener in his Mallock Mk29 despite coming increasing pressure from Alex Champkin’s Mallock Mk27 Synergy in the closing laps.

Clive Wood recovered from a spin at Clearways to claim race-two honours in his Mallock Mk23 after Dickens slowed dramatically on the final lap. Dickens beat

Wood to second in race three, but neither could stop series coordinator Pete Richings (Mallock Mk30PR) from claiming his first victory of the year.

Dave Cockell described his win in the opening Modified Ford (Group A) race as the “best race I’ve had all year” as he steered his Escort Cosworth to victory ahead of Wayne Crabtree’s spectacular Subaru-powered RS200. Crabtree took the race-two spoils after early leader Michael Saunders began to run into brake and tyre

issues in his V8-powered Escort Mk1 Mexico.

Hefty crashes and race stoppages disrupted the Focus Cup triple-header and the four EnduroKa Sprint races. Simon Rudd claimed a pair of wins to strengthen his title hopes in the Focus Cup encounters, while Ginetta GT4 Supercup ace Luke Reade claimed a pair of wins for Alex Reade Motorsport in the EnduroKa events.

Caution periods hampered the opening two Sports 2000 Championship races. Double category champion Tom Stoten won race one in

his Gunn TS11 ahead of the MCR S2 of Michael Gibbins. Race two was won by Josh Law in his MCR S2, with Stoten taking second. Gibbins snatched race three after a frustrated Stoten was baulked by backmarkers on lap 20 of 25.

Formula Ford Festival victor Niall Murray made a successful return to Formula Ford action by winning both Champion of Brands wins in his Van Diemen BD21, each time leading home the KMR Spectrum of Tom Mills.

RACE WINNERS			
Focus Cup Races 1 & 3: Simon Rudd; Race 2: Gary Mitchell	Sports 2000 Championship Race 1: Tom Stoten (Gunn TS11); Race 2: Josh Law (MCR S2); Race 3: Michael Gibbins (MCR S2)	Richings (Mallock Mk30PR)	(Escort Mk2 Duratec); Race 2: James Harris (Escort Mk2 Pinto)
EnduroKa Races 1 & 2: Luke Reade (Alex Reade Motorsport); Race 3: Adam Smith (Octane Junkies); Race 4: Martyn Smith (Octane Junkies)	Clubmans Race 1: Steve Dickens (Mallock Mk29); Race 2: Clive Wood (Mallock Mk23); Race 3: Pete	Modified Ford Series (Group A) Race 1: Dave Cockell (Escort Cosworth); Race 2: Wayne Crabtree (RS200)	Champion of Brands Races 1 & 2: Niall Murray (Van Diemen BD21)
		Modified Ford Series (Group B) Race 1: Neil Jessop	Elise Trophy Jason McInulty (Elise S3)

DONINGTON PARK: MSVR BY PETER SCHERER SEPTEMBER 18-19

GT CUP VICTORY HONOURS SPLIT FOUR WAYS AMID HIGH DRAMAS AT DONINGTON PARK

Steve Burgess’s Radical RXC held off a determined Morgan Tillbrook’s McLaren 750S GT3 to win the first GT Cup race at Donington Park after Richard Neary’s Mercedes GT3 spun off at the first corner, but still recovered to finish third.

Neary led the second race until the pitstops with Tillbrook in pursuit. After the stops, Sam Neary and Marcus Clutton took over and it was roles reversed, with Clutton claiming the win with the Porsche of Shamus Jennings/Greg Caton third.

Sam Neary was well clear in race three, until the gearbox broke with a lap to go. Tillbrook had challenged Jennings for second at the Esses, but having aborted his move, he rejoined into the path of Ben Dimmack’s Radical and put them both out. Jennings then just managed to hold off John Dhillon’s Lamborghini for the rest of the race, split by 0.430 seconds at the flag, with David Shaw’s Porsche third.

It was Jennings holding off Dhillon again in the final race. Phil Quaife was first out after

the stops in Dhillon’s Lamborghini to seal the win with Caton retaining second in Jennings’ Porsche. Andrey Borodin/Ed Pead’s McLaren 750S secured a late third from Warren Gilbert’s Lamborghini. James Lay was able to relax on the way to victory in the first SR1 Cup race, after Daryl De Leon retired from second on lap four when his chain broke. Frazer McFadden held onto second, after going from Melbourne to Goddards side by side with Will Hunt and Mackenzie Walker.

Walker claimed back third when Hunt spun. After leading the first three laps, Lay made a mistake exiting the Esses in race two. De Leon shot by to claim a maiden victory, but second was enough for Lay’s title. The straightline speed advantage of Michael Clark’s RXC Spyder made him a triple winner in the Radical Challenge. But in the main championship for SR3 machines, Anthony Ayres comfortably won race one from Matt Bell and Jason Rishover.

Bell held off Jerome De Sadeleer in race two until, until the latter slipped ahead on the inside at Goddards after seven laps. But Bell pounced after a safety car intervention, going back ahead down the Craner Curves to claim the win, with Rishover third. Bell headed Rishover again until the pitstops in the final race, after which he tried to play catch up after being knocked off by a backmarker. Rishover took a comfortable win, with Chris Short just holding off John Macleod for second.

RACE WINNERS	
GT Cup Race 1: Steve Burgess (Radical RXC); Race 2: Morgan Tillbrook/Marcus Clutton (McLaren 720S GT3); Race 3: Shamus Jennings (Porsche 991 GTR GT3); Race 4: John Dhillon/Phil Quaife (Lamborghini Huracan GT3)	F3 Cup Race 1: Shane Kelly (Dallara F308); Races 2 & 3: Stefano Leaney (Dallara F317)
Radical SR1 Race 1: James Lay; Race 2: Daryl De Leon	Monoposto Races 1 & 3: Dan Gore (Jedi Mk6); Race 2: Chris Davison (Dallara F301)
Radical Challenge Races 1, 2 & 3: Michael Clark (RXC Spyder)	7 Series Races 1, 2 & 3: Mark Stansfield
	GPR Trophy Race 1: Lloyd Huggins; Race 2: Robert Macfarlane

RACING REPORTS

Photos: Richard Styles

SNETTERTON: BARC BY MARK PAULSON SEPTEMBER 18-19



Rudman was a three-time winner in Legends Cars

LEGENDS TITLE PENDULUM TAKES SOME DRAMATIC SWINGS AT SNETTERTON

The fight for the Legends championship crown took a number of turns at Snetterton last weekend.

Heading into the event, series veteran John Mickel’s title hopes were boosted by Motorsport UK’s national court reinstating his heat win at Brands Hatch in July, which closed the gap to points leader Miles Rudman.

The momentum next swung to Will Gibson, third in the standings, with first and second places in Saturday’s heats while Mickel suffered an engine blow up. Mickel then hit back by winning Saturday’s final as Gibson was delayed by a first-corner

incident. After a misfire on Saturday, Rudman won all three Sunday races, recovering from an off at Riches to pass Gibson on the last lap of the wet final after the latter had crashed out of race two in greasy conditions.

“It was just a case of being careful and not locking the brakes up, and being in the right place on the track,” said Rudman. “I couldn’t have asked for a better day.”

Pickup Trucks championship leader George Turiccki’s second of two wins came in dramatic fashion. He had trailed Reece Jones since the first lap, but the pair were hunted down by Daniel Petters on the last tour. Having passed Turiccki on the

outside at Coram, Petters lunged inside Jones at Murrays which forced both wide and let Turiccki through for victory.

After finishing seventh and last in Division 1 in the opener, champion Ryan Smith put clutch-slip woes on his Mercedes Actros behind him as he bounced back to win race two. Three podium finishes followed as the wins were shared around, with only Martin Gibson twice victorious. Division 2’s Craig Reid by contrast was unbeaten.

Enjoying an outing in Mike Luck’s BMW E21 320, Tom Harvey took a maiden Pre-’83 Touring Car win on Sunday. He

had lost out in an entertaining tussle with the Ford Escort Mk1s of Mark Luccock and Stephen Primett a day earlier. Pre-’66 honours twice fell to Alan Greenhalgh’s Ford Falcon, Gary Prebble took a Pre-’03 double, while BMW runners Dave Griffin and Ian Bower split Pre-’93 honours. James Card withstood pressure from Jason West’s similar BMW E46 M3 for both Classic Thunder wins, with AJ Owen twice taking the BOSS section in dad Craig’s Ford Sierra RS Cosworth.

Steve McDermid and Fergus Campbell headed two three-way scraps also involving Will Sharpe in the MG Owners’ Club races.

RACE WINNERS		
Legends Race 1: Will Gibson; Race 2: Chris Needham; Race 3: John Mickel; Races 4, 5 & 6: Miles Rudman	Race 4: John Newell (MAN TGX)	James Card (BMW E46 M3)
Pickup Trucks Races 1 & 2: George Turiccki	Pre-’66 & Pre-’83 Touring Cars Race 1: Mark Luccock (Ford Escort Mk1 RS2000); Race 2: Tom Harvey (BMW E21 320)	MG Owners’ Club Race 1: Steve McDermid (MG ZR 170); Race 2: Fergus Campbell (MG ZR 170)
British Truck Racing Races 1 & 5: Martin Gibson (MAN TGX); Race 2: Ryan Smith (Mercedes Actros); Race 3: Dave Jenkins (MAN TGX);	Pre-’93 & Pre-’03 Touring Cars Races 1 & 2: Gary Prebble (Honda Civic EC)	Jaguar Saloon & GT Races 1 & 2: Tom Robinson (Jaguar XJR6)
	Classic Thunder/Boss Races 1 & 2:	Snetterton Saloons Phil Knibb (Cupra TCR)

MALLORY PARK: HSCC BY PAUL LAWRENCE

SEPTEMBER 18-19

Photos: Ben Lawrence and Steve Jones



Tom McArthur took his Titan to two Historic wins

MCARTHUR AND HARRISON SHARE FF1600 THRILLERS

Double Formula Ford 1600 victories for Tom McArthur and Jordan Harrison capped the opening day of the Historic Sports Car Club’s Mallory Park weekend.

Harrison had a slightly easier time as a massive generational contest over second place in the opening Classic FF race delivered the best action. Harrison’s Lola T540E backed up its Oulton Park double by twice running away clear but in his wake teenager Samuel Harrison took on recycled teenagers Rick Morris and Stuart Kestenbaum.

Though his rivals were racing in Formula Ford more than a quarter of a century before he was born,

Harrison took up the fight and edged ahead mid-race before being elbowed back to fourth. A split oil tank at the end of the second Historic FF race for Samuel Harrison prevented a Classic rematch and left Morris to head the chase of the fleeing Jordan Harrison.

McArthur had the legs of the Historic pack despite two spirited chases by Horatio Fitz-Simon as they battled to close the points’ gap on Goodwood-occupied Cam Jackson. Matt Wrigley and Samuel Harrison emerged from the next pack to each claim a podium.

John Davison had a fraught day in Historic Road Sports as his Lotus Elan seized its brakes in qualifying

and shed a wheel in the second race. In between, his victory in the opening race was enough to settle the championship title while Rupert Ashdown took a freshman win in the second race once Davison retired.

Will Plant should have secured the 70s Road Sports title but switched his Morgan Plus 8 off in the second race after a sudden drop in oil pressure. He’d won the opener against a dogged chase by John Williams until a gear selection issue slowed the Porsche on the final lap. Williams took over to win the second race as his usual rival Dave Karaskas charged the barriers at the Esses after an inadvertent contact while lapping.

Murray Shepherd joined the Historic FF2000 pack in his Classic category Van Diemen RF82 and came away with two wins after two tough races. In the opener, Benn Simms battled the interloper until his Reynard ran dry, while on Sunday Ian Pearson had got it won until his Royale stuck in third gear three laps from home. Simms scythed up from the back of the grid to chase Shepherd home.

Also on Sunday, Jeremy Timms claimed the Historic F3 title with a double as Mike Gardiner and Neil Wood shared the Touring Car spoils after a great contest in the first race.



Murray Shepherd was the class of the FF2000 pack

RACE WINNERS		
70s Road Sports/80s Production Race 1: Will Plant (Morgan Plus 8); Race 2: John Williams (Porsche 911SC)	Rupert Ashdown (Lotus Elan)	Classic Clubmans Races 1 & 2: Mark Charteris (Mallock Mk20/21)
Historic FF1600 Races 1 & 2: Tom McArthur (Titan Mk4)	Historic and Classic FF2000 Races 1 & 2: Murray Shepherd (Van Diemen RF82)	Midgets and Sprites Races 1 & 2: Paul Sibley (MG Midget)
Historic Road Sports Race 1: John Davison (Lotus Elan); Race 2:	Classic FF1600 Races 1 & 2: Jordan Harrison (Lola T540E)	Historic Touring Cars Race 1: Mike Gardiner (Lotus Cortina); Race 2: Neil Wood (Ford Anglia)
	Historic F3 Races 1 & 2: Jeremy Timms (Chevron B15)	

COLUMNIST

ROMAN BILINSKI



The 17-year-old has found the results flowing after stepping up a grade in 2021

Photos: Jakob Ebrey

I started this year racing in British Formula 4, my second season in the category. But then an offer to race in the GB3 championship came up mid-season so we took that.

Driver Alex Connor who was racing for Arden Motorsport at the time in what was then still known as BRDC British Formula 3 unfortunately had a bit of budget issue, which is a real shame for him. It gave me the opportunity. The team – who I'd raced for in British F4 the previous year – asked me to do the GB3 weekend at Donington Park, the third meeting of eight this season.

I'd done one test day in the car and I thought the weekend would be a matter of I just gain experience in an F3 car, see what this can do for me, and to see what can we do. And the weekend was absolutely mega, I finished P4, P5 and P5 in the three races, and that was really my first time in the car and first time round the Donington GP layout.

And from there we thought 'this is going really well, maybe we will carry on for a few more rounds', which now has brought us here. It's been going very well.

I've since won three times in GB3: at Spa, Snetterton and Oulton Park. My first win, at Spa, was one of the best days of my life. It was so cool. I don't really know how to describe it, I was lost for words. It was just a huge relief because it was a long time for me without any results that made you go 'wow' and so just having that win at Spa was like so much hard work and hard times had paid off. It was really nice to give back. And after the win I was straight away thinking 'right now let's win the next one, let's win the next one...'

What's more I did all this after my results in F4 weren't where we thought they would be. But in GB3 they're a lot stronger so we thought we may as well focus on this rather than F4. I didn't start karting until I was 11, so I've always had less experience than those around me and have had to move up quickly.

If I had done the first two rounds of the GB3 championship, taking an average score



Wins have been flowing in GB3

from all my rounds I'd be fighting with Zak O'Sullivan for the championship. It's just one of those things, I can look back on it but I don't need to dwell on it. I just need to look forward now to the next race.

I prefer the GB3 car to that in F4. It has got a bit more aero, so more downforce, as well as more power which I've always liked. And being able to roll so much speed through a corner really suits me, just giving it absolutely everything.

Also the Pirelli tyre on the GB3 car works well for me because you're able to push really hard all the time, the deg is very minimal compared to anything else I've driven. In F4 it's a standard tyre really, and sometimes it's hard to get temperature in it and it cold grains and things like this.

I also got some criticism in F4 that I was getting into on-track incidents, but it was a weird season and I think some of the

decisions made were a bit unfair. In GB3 I haven't had a single thing.

Over the last two years I've been through quite a lot, there's been a lot of things said about me and things like that but I'm proving a lot of it wrong with this season and we all love to prove some people wrong. It has all made me a lot stronger as a person and as a driver which will actually benefit me a lot when hopefully I get into other things in the coming years.

We have a few ideas and options for what I want to be racing next season but it will definitely be something in Europe. You have to now start focusing on that, I need to start moving out, so hopefully in a few months or weeks it will all be announced.

And I'm ambitious: ultimately I want to be a multiple Formula 1 World champion. So I'd give absolutely everything to do that and I won't give up until I'm pretty much there.



Spa win was overdue reward for the hard times



Bilinski has found after the GB3 step up the car, power and tyres suit him better than those in F4

"I've been through a lot but it's made me a lot stronger as a person and a driver"

WHAT'S ON

YOUTUBE

His dad Jimmy won the British Rally Championship five times. His brother Colin won it twice (as well as would take the World title that year). For Alister McRae therefore the task was clear as he entered 1995's five-round British campaign in his Nissan Sunny. And the redoubtable VHS Rallies project has retrieved a BBC review of the 1995 British Rally Championship season and put it on YouTube. It's almost two-and-a-half hours of action. As you'd expect, it's a high-quality and in-depth account of the contest. There's lots of stage footage; there's also plenty of onboards and entertaining interviews. The commentary is led by Barrie Gill and Tony Mason does his very familiar end-of-stage chinwags. Alister entered the season as title favourite, but he had plenty to beat including Gwyndaf Evans (and look out for his Sellotape special), David

Llewellyn and McRae's Nissan team-mate Gregoire de Mevius. There are other stars too, including Ari Vatanen, Francois Delecour and a young Richard Burns. All in it's well worth your time if you have two-and-a-half hours to kill. Or even if you don't. You can watch it at: youtube.com/watch?v=28hsXrTudJk or by searching '1995 British Rally Championship'.
Graham Keilloh



McRae Dynasty: Jimmy, Colin and Alister

TV GUIDE

This (Thursday) evening and tomorrow you can look back fondly in one more than one sense, as the best of last weekend's Goodwood Revival is broadcast over two parts on ITV4. The first part is on today at 2000hrs-2100hrs and the second instalment is the same time tomorrow. This evening there also is a review of last weekend's European Rally Championship Azores Rallye on Eurosport 2 (1900hrs-1930hrs); it's also shown tomorrow on the same channel (1030hrs-1100hrs). World Rallycross's Latvia bout gets similar treatment, with highlights early today on BT Sport 3 (0630hrs-0730hrs). Meanwhile last weekend's DTM Assen round highlights are shown on the same channel tomorrow at 1400hrs-1500hrs. Looking ahead to this weekend coming and Formula 1 getting back into the saddle



ITV4 shows Goodwood

at Sochi, Sky Sports F1's coverage starts in the usual way with its preview F1 Show today at 1600hrs-1700hrs followed by the drivers' press conference at 1700hrs-1830hrs. Channel 4's qualifying highlights meanwhile are at 1750hrs-1920hrs on Saturday and its race highlights are at 1730hrs-2000hrs on Sunday. Next week you can watch the best of this weekend's Long Beach IndyCar finale on Sky Sports F1 on Tuesday, shown at 2100hrs-2200hrs then again at 2300hrs-0000hrs.
Graham Keilloh

LIVE TV

FORMULA 1 RUSSIAN GRAND PRIX SOCHI
Practice 1: Friday, 0900hrs-1045hrs, Sky Sports F1
Practice 2: Friday, 1245hrs-1420hrs, Sky Sports F1
Practice 3: 0945hrs-1110hrs, Sky Sports F1
Qualifying: 1230hrs-1435hrs, Sky Sports F1
Race: Sunday, 1130hrs-1600hrs, Sky Sports F1

FIA FORMULA 2 SOCHI
Practice: Friday, 0805hrs-0850hrs, Sky Sports F1
Qualifying: Friday, 1420hrs-1500hrs, Sky Sports F1
Sprint Race 1: Saturday, 0810hrs-0915hrs, Sky Sports F1
Sprint Race 2: Saturday, 1435hrs-1540hrs, Sky Sports F1
Feature Race: Sunday, 0910hrs-1030hrs, Sky Sports F1

FIA FORMULA 3 SOCHI
Practice: Friday, 0655hrs-0740hrs, Sky Sports F1

Qualifying: Friday, 1055hrs-1135hrs, Sky Sports F1
Sprint Race 1: Saturday, 0630hrs-0720hrs, Sky Sports F1
Sprint Race 2: Saturday, 1135hrs-1225hrs, Sky Sports F1
Feature Race: Sunday, 0750hrs-0840hrs, Sky Sports F1

BRITISH TOURING CAR CHAMPIONSHIP SILVERSTONE
Races and supports: Sunday, 1100hrs-1805hrs, ITV4

INDYCAR LONG BEACH
Practice 2: Saturday, 1700hrs-1745hrs, Sky Sports F1
Qualifying: Saturday, 2000hrs-2200hrs, Sky Sports F1
Race: Sunday, 2000hrs-2300hrs, Sky Sports F1

NASCAR LAS VEGAS
Race: Sunday, 2330hrs-0330hrs, Premier Sports 1

LISTINGS

SATURDAY
■ Snetterton, Norfolk
MSVR meeting: F3 Cup, Racing Saloons, Production GTi, Production Golf/BMW, Z Cars/New Generation BMW
Starts racing from 1110hrs (qualifying from 0900hrs)
Admission adult £14, under 13 free **Web** msv.com **Contact** 0843 453 9000
■ Kirkistown, N Ireland
500MRCI meeting: Road Sports, Ford Fiesta, FF1600, Saloon/GT, Mazda MX-5
Starts racing from 1300hrs (qualifying from 0900hrs)
Admission adult £15 **kirkistown.com**

SATURDAY-SUNDAY
■ Silverstone, Northants
BTCC meeting: BTCC, F4, Carrera Cup, Ginetta Junior, Ginetta GT Academy, Mini Challenge
Starts Saturday, racing from 1325hrs (qualifying from 0900hrs) Sunday, racing from 0900hrs **Admission** £30 **Web** silverstone.co.uk
■ Donington Park, Leics
BRSCC meeting: Karts, Mazda MX-5, Ford Fiesta, Fiesta Junior, BMW Compact, Welsh Sports/Saloons, ZEO Prototypes, ClubSport Trophy
Starts Saturday, racing from 1350hrs (qualifying from 0910hrs) Sunday, racing from 1005hrs (qualifying from 0910hrs) **Admission** adult £16, under 13 free **Web** msv.com **Contact** 0843 453 9000
■ Anglesey, N Wales
CSCC meeting: Tin Tops, Swinging Sixties, Future Classics, Magnificent 7s, Modern Classics, Classic K, New Millennium, Open Series, Turbo Tin Tops
Starts Saturday, racing from 1345hrs (qualifying from 0900hrs) Sunday, racing from 1000hrs **Admission** £15 **Web** angleseycircuit.com

SUNDAY
■ Brands Hatch, Kent
CTA meeting: Civic Cup, Type R Trophy
Starts racing from 1405hrs (qualifying from 1000hrs) **Admission** adult £22, under 13 free **Web** msv.com **Contact** 0843 453 9000

THE VOICE OF BRITISH MOTORSPORT



motorsport-news.co.uk

Motorsport News
Kelsey Media
The Granary, Downs Court, Yalding Hill,
Yalding, Maidstone Kent ME18 6AL

EDITORIAL

Editor: Matt James
Tel: 07884 117139
Email: Matt.James@kelsey.co.uk

Deputy Editor: Graham Keilloh
Tel: 07957 282340
Email: Graham.Keilloh@kelsey.co.uk

Reporter: Nick Garton
Nick.Garton@kelsey.co.uk

Art Editor: Mike Stokoe
Tel: 07957 282340
Email: mikestokoe@gmail.com

Contributors
Historics Editor: Paul Lawrence
Rallycross Editor: Hal Ridge
Columnist at large: David Addison
Columnist and track tester: Andrew Jordan
Technical Editor: Carl Faux

ADVERTISING

Director: David Lerpiniere
Tel: 01732 445326
Email: david@talkmediasales.co.uk

Sales Director: Russell Bedford
Tel: 01732 445328
Email: russell.bedford@talkmediasales.co.uk

Ad Manager: Natalie Harman
Tel: 01732 446757
Email: natalie.harman@talkmediasales.co.uk

PRODUCTION

Advert Production Manager: Matt Ryan
Tel: 01732 445755
Email: Production@talkmediasales.co.uk

MANAGEMENT

Chief Executive: Steve Wright
Chief Operating Officer: Phil Weeden
Publisher: Gareth Beesley
Finance Director: Joyce Parker-Sarioglu
HR & Operations Manager: Charlotte Whittaker
Retail Director: Steve Brown
Audience Development Manager: Andy Cotton
Senior Print Production Manager: Nicola Pollard
Print Production Manager: Georgina Harris
Print Production Controller: Kelly Orriss

SUBSCRIPTIONS

UK subscription and back issue orderline: 0845 241 5159
Overseas subscription orderline: 0044 (0) 1959 543 747
Toll free USA subscription orderline: 1-888-777-0275
UK customer service team: 01959 543 747
Customer service email address: subs@kelsey.co.uk
Customer service and subscription postal address: Motorsport News
Customer Service Team
Kelsey Publishing Ltd
Kelsey Media, The Granary, Downs Court
Yalding Hill, Yalding, Maidstone Kent ME18 6AL

DISTRIBUTION

Distribution in Great Britain
Marketforce (UK)
3rd Floor, 161 Marsh Wall, London, E14 9AP
Tel: 0330 390 6555

Distribution in Northern Ireland and the Republic of Ireland
Newsread
Tel: +353 23 886 3850

Kelsey Media 2021 © all rights reserved. Kelsey Media is a trading name of Kelsey Publishing Ltd. Reproduction in whole or in part is forbidden except with permission in writing from the publishers. Note to contributors: articles submitted for consideration by the editor must be the original work of the author and not previously published. Where photographs are included, which are not the property of the contributor, permission to reproduce them must have been obtained from the owner of the copyright. The editor cannot guarantee a personal response to all letters and emails received. The views expressed in the magazine are not necessarily those of the Editor or the Publisher. Kelsey Publishing Ltd accepts no liability for products and services offered by third parties.

Kelsey Media takes your personal data very seriously. For more information of our privacy policy, please visit <https://www.kelsey.co.uk/privacy-policy/>. If at any point you have any queries regarding Kelsey's data policy you can email our Data Protection Officer at dpo@kelsey.co.uk.

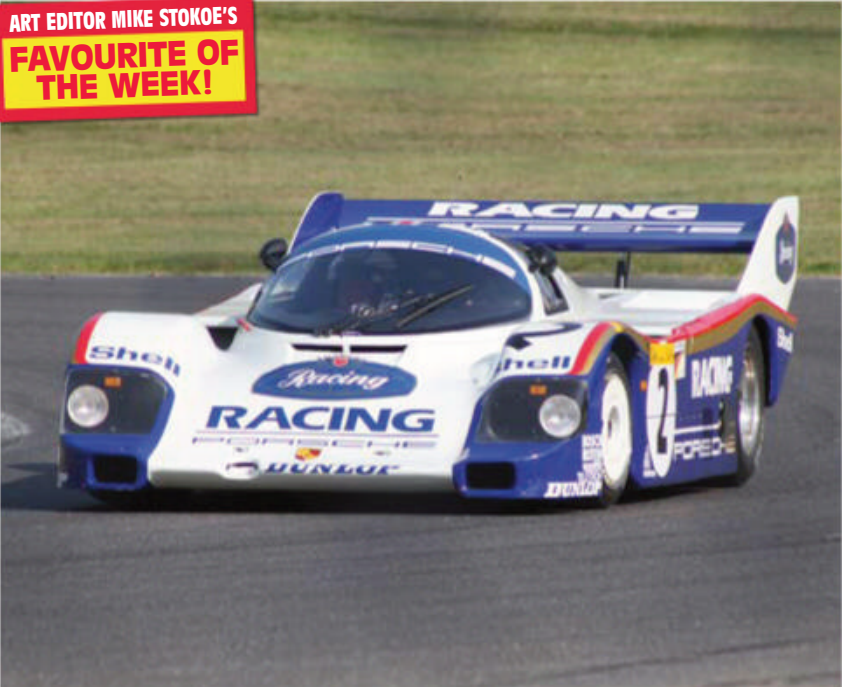


www.kelsey.co.uk

WE NEED YOU!
GET INVOLVED WITH MN



Photographs must be of a good quality and please send no more than three images



Gary Hill's shot of Jochen Mass's Porsche run at Brands



David Bogie in flight, by Chris Collier



Starlet action, by Richard Salisbury



A Croft curio, taken by Michael Vickers



Peter Atkins enjoyed a trip to Santa Pod

NEXT WEEK

OUT THURSDAY, SEPTEMBER 30

READERS' Q&A: ANDREW MARRIOTT

MN's famous A.R.M. reflects on a career at the coal face of motorsport



TRACKROD RALLY ACTION



The BRC writes a new chapter for 2021

THE BTCC TACKLES SILVERSTONE



All the tin-top action as the season heats up

Book your advert before 3pm Wednesday to see it in the next issue



Classified



Telephone: 01732 446 755 Email: info@talkmediasales.co.uk

Motorsport News Classified offers a fantastic opportunity to advertise to a uniquely motorsport based audience. Advertising with us puts your advert right in front of a very hands on and involved motorsport market.

Brand New Private Seller Rates Lineage:
25 words = £25 (£30 inc vat)
25 words + Picture = £35 (£42 inc vat)
Extra 10 words = £5 (£6 inc vat)
Full Colour 4x1 Box Advert
£50 (£60 inc vat)
£10 per extra column cm (£12 inc vat)
Private seller Offer
25% off when you book for 4 weeks

If you wish to advertise in the Motorsport News Classified please **call 01732 445325 or email info@talkmediasales.co.uk**
Deadline: Wednesday at 3pm (subject to change on Bank Holiday weeks)
Payment: Cheques and postal orders should be made payable to Kelsey Media

Address for advertising

Motorsport News Advertising
Talkmediasales
Ground & 1st Floor Littleheath
St Mary's Rd
Swanley
BR8 7FN

Important

The publishers reserve the right to refuse advertisements and do not accept liability for clerical or printers errors.
Terms for approved accounts strictly net within 30 days. The advertiser's name and address must accompany all advertisements, whether for publication or not.
Any advertisement received too late for publication and any advertisement received too late for inclusion in the current issue will automatically be inserted in the next available issue.

If you are a trade advertiser this must be indicated in your advertisement. Advertisers are also reminded that they are responsible for complying with legal requirements currently in force.
Six weeks notice prior to issue date required for cancellation of any advertisement. All Verbal confirmation taken on the phone is binding.

Cancellation and refunds not guaranteed. Terms of acceptance of advertising are available on request.

MARKETPLACE

Goose Taxation

Chartered Accountant & Tax Adviser
for Motorsport Contractors,
Freelancers and SMEs

Fixed fees • Your own dedicated accountant • Unlimited support

*With speed and accuracy –
the amplified link to our motorsport interests*



garry@goosetaxation.com
0800 772 0956
www.goosetaxation.com



INSURANCE

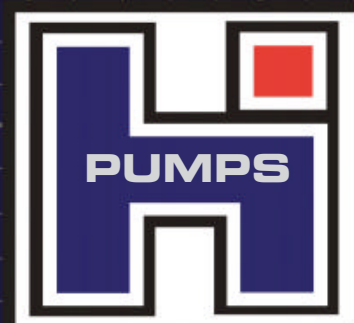


POLICIES FOR

- ✓ COMPETITION CARS
- ✓ RALLY & RACE CARS
- ✓ SERVICE VEHICLES

PHONE: 0161 440 7590
quote form on rallycar-insurance.co.uk

Authorised and regulated by the Financial Services Authority



Competition
PUMPS

**High quality, reliable, quiet
Used by professionals**

OTP 017
(P3017.1)

Replaces: Bosch 0580 464 070

£54.08

OTP 018
(P3018.1)

Replaces: Bosch 0580 254 911

£57.24

OTP 019
(P3019.1)

Replaces: Bosch 0580 254 910/941/942

£62.05

**'IN-TANK'
FUEL PUMPS**

ALL PRICES EXCLUDE VAT @ 20%

MOTORSPORT

OTP 020

(P3020.1)

£62.02

240 LTR/HR

210 LTR/HR @ 3BAR

Replaces: Bosch 0580 254 909

MOTORSPORT

OTP 979

(P3979.1)

£72.20

264 LTR/HR

228 LTR/HR @ 3BAR

Replaces: Bosch 0580 254 979

MOTORSPORT

OTP 044

(P3044.1)

£78.10

378 LTR/HR

318 LTR/HR @ 3BAR

Replaces: Bosch 0580 254 044



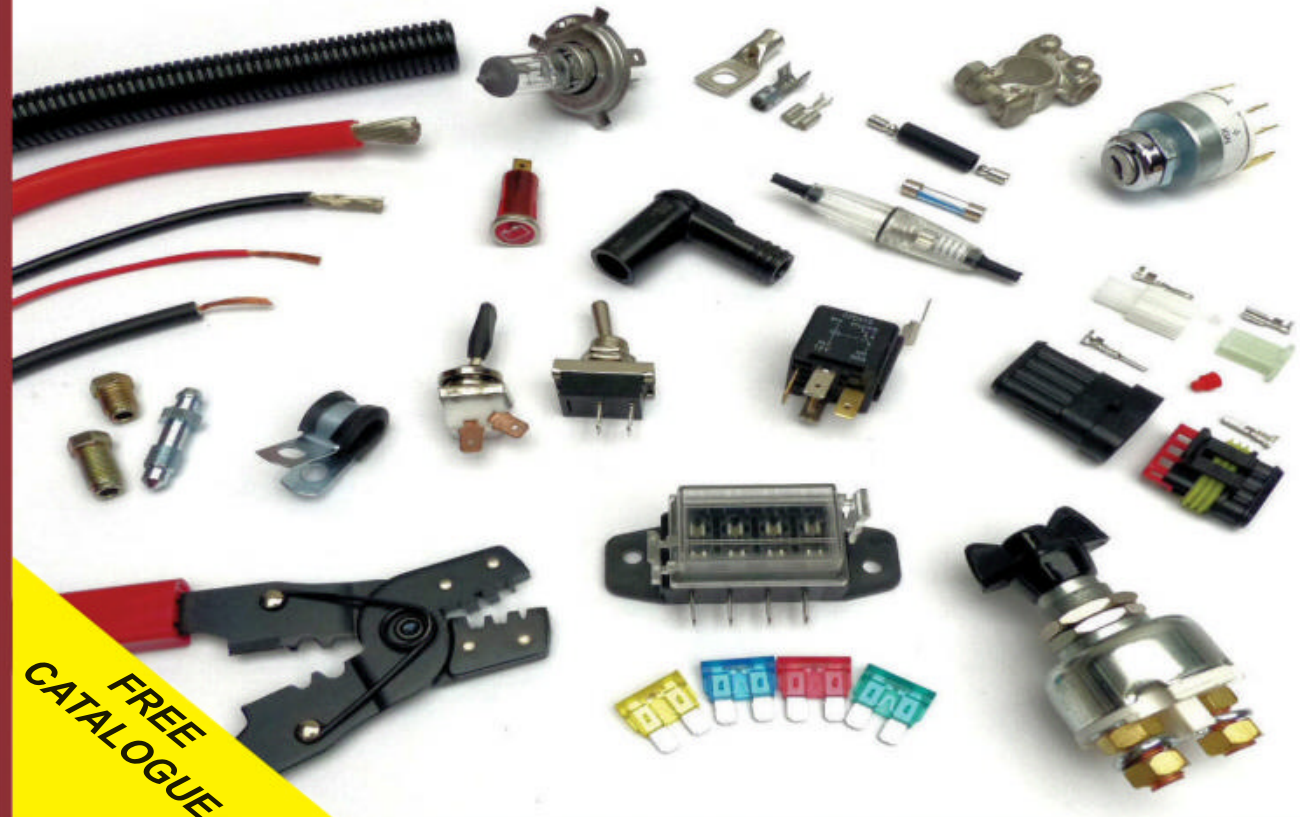
Tel: 01784 493 555 www.glencoeltd.co.uk Email: sales@glencoeltd.co.uk

MARKETPLACE

Vehicle Wiring Products



"We supply a comprehensive range of wiring products for repair, modification or complete rewire to your Classic Car"



FREE CATALOGUE

Visit our website, phone or email for a free catalogue

www.vehicleproducts.co.uk

Tel: 0115 9305454 • Email: sales@vehicleproducts.co.uk

Vehicle Wiring Products Ltd, 9 Buxton Court
Manners Industrial Estate, Ilkeston, Derbyshire DE7 8EF



Full range of engine components for:
LOTUS FORD TWIN-CAM
LOTUS 900-SERIES
VAUXHALL XE
VAUXHALL ECOTEC
ROVER K-SERIES
Call or buy online!
QEDMOTORSPORT.CO.UK
01509 412 317

THE VOICE OF BRITISH MOTORSPORT

MOTORSPORT NEWS

TO ADVERTISE CALL
01732 446755

Rebuild Time?...

Fast and Reliable Delivery of Forged Pistons and Conrods



CARRILLO
The Choice Connection

Have the pistons you need, not a compromise

CALL: (0)1462 684300

sales@cambridgemotorsport.com

Cambridge Motorsport Parts

Unit 5 Lacre Way, Letchworth, Herts, SG6 1NR. www.cambridgemotorsport.com

Machine Mart

Clarke



LENGTH UP TO 12'

MODEL SHOWN
CIS8612
(12' X 6'5" X 8')

FROM ONLY
£159.00
EXC.VAT
£190.80
INC.VAT

SHELTER/SHEDS
UP TO 12' (3.7M) LONG

Great for use as a garage, workshop or storage area

- UV treated waterproof polyethylene cover
- Ratchet tightening to ensure drum-tight cover
- Heavy duty powder coated steel tubing
- Push-fit hardware ensuring strength and easier installation

ZIP CLOSE DOOR

★★★★★
"Very happy, my bike fits in nicely with plenty of room to do any work on it, would recommend this product."
See www.machinemart.co.uk

4 EASY WAYS TO BUY...

IN-STORE
SUPERSTORES NATIONWIDE

TELESALES
0115 956 5555

ONLINE
machinemart.co.uk

CLICK & COLLECT
OVER 10,000 LOCATIONS

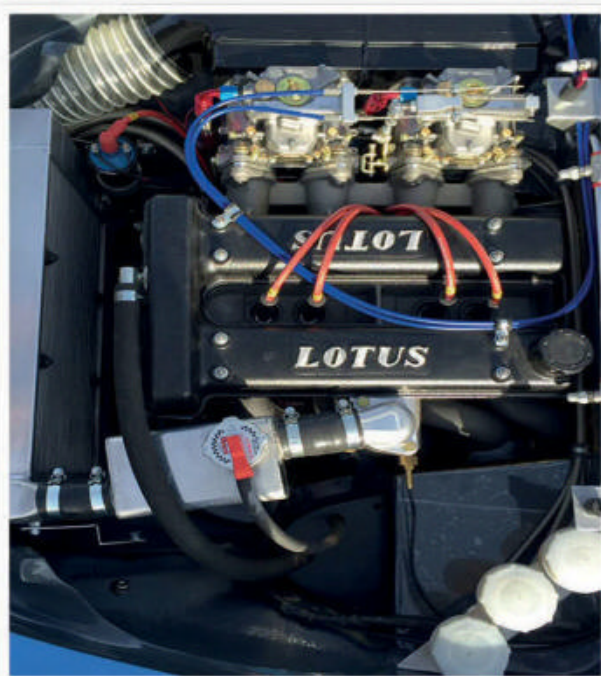
All prices correct at time of going to press. We reserve the right to change products and prices at any time. E&OE.



Historic Engine Specialist

Lotus Twin Cam

Ford Cosworth BDA/BDG



CBR can offer full Engine Builds from Fast Road to full Race

Fully Equipped Workshop with:-

- In-house Ultra-Sonic Parts Cleaning
- In-house Super Finishing Process
- In-house Dyno Testing

Craig Beck Racing Ltd

T: **07876 221 932**

E: craig@craigbeckracing.co.uk

www.craigbeckracing.co.uk



COMETIC
GASKET LTD

Automotive Gaskets & Seals



Cometic is a leading worldwide supplier of gaskets and engine seal solutions for the auto performance, power sports, original equipment and re-manufactured engine industries. If you can't find the gasket you're looking for please get in touch and we will endeavour to find it for you.

www.cometicgaskets.co.uk

Tel: 01638 779 119

info@cometicgaskets.co.uk

MOTORFREE ADS

TO ADVERTISE VISIT

WWW.MOTORFREEADS.CO.UK



CURRENT LISTINGS

AUDI TT



2001, £850. Quattro 1.8 petrol, manual. Being sold as spares or repair. Make a great project for enthusiast or spares for another Audi TT. Has V5 and current MOT. Heated working leather seats. Had new oil pump and thermostat fitted recently. Lovely looking car for its age. Comes with near full service history, and 2 keys. Sold as seen. Please call 07493 320199, Scotland. 109728

BMW Z3



2000, 96788 miles, Guide price: from £5,000 to £6,000. BMW / Z3 Roadster (RESTORED TO A VERY HIGH STANDARD) / Convertible / Green / Petrol / Manual / 1991cc / 96788 miles Panel off body respray including new genuine BMW door sills. New soft top and refurbished leather interior are amongst other things in no expense restoration down to details such as renewed number plates. Current owner since 2016, five previous keepers. Please call 01233506266, South East. (T) 109988

FORD CORTINA



1969, £27,995. MKII Ford Cortina has been subject of a recent full restoration and built as a replica of the Ex Team Lotus, Alan Mann Racing 1967 Ford Cortina MKII Competition Saloon. Our Cortina was off the road from 1988 and in 2019 bought it need of total restoration. The car was then subject of a full bare shell rebuild and a huge file of invoices are with the car, along with some photos. Please call 01944 758000, Yorkshire and the Humber. (T) 110056

FORD FOCUS ST



2004, 117 miles, £4,500. it is fully factory loaded with both LUX and Climate packs, heated front seats, electric drivers seat, electric sun roof, reverse sensors, ESP, Air con(which is working and cold), Xenon headlights, headlight washer jets, 6 CD/radio and Sub etc, my insurance have put a value of £4995 on the car two years ago may be higher now when it's time for it to be revalued. (May consider Part ex or swap). Please call 07745162427, Wales. 109933

FORD MUSTANG



2007, 9500 miles, £36,996. GT500. This is the sort of specification car you have probably dreamed of but never thought to find in the UK or Europe. Torch red with twin white stripes and black leather interior. It has the usual Shelby specification of the supercharged hand-built 32 valve 485bhp 5.4 litre v8, 6-speed Tremec manual gearbox, power steering, traction control, unmarked original Shelby 18" alloy wheels, air-con and so much more. Please call 01277365415, South East. (T) 110144

MINI COOPER



1963, POA. FIA APP.K Race Mini with fresh TBR 1239 Engine. Veteran of numerous Goodwood Events. Campaigned by ACESPEED for over 10 years. Please call 01274 585803, Yorkshire and the Humber. (T) 109625

PORSCHE 911



1975, £52,995. On the road the 911 is lively, the 2.7 original engine is in very good order having had a recent top end rebuild. The five speed rebuilt gearbox changes superbly, the clutch is new and having had lots of recent expenditure the car is mechanically very strong. Due to a period of no use, we are planning to fully service the car, and carry out some basic preparation work that is included within the price. Please call 01944 758000, Yorkshire and the Humber. (T) 110060

PORSCHE 911



1972, £119,995. SCW 556L has arrived with us in pristine condition, the bodywork and Viper Green paint are first class, the chrome work exceptional and the interior is outstanding and incredibly sharp. The driving experience is equally impressive, it handles perfectly, the engine is fantastic with superb oil pressure, its free revving and lots of fun. The car feels quick, and the five-speed gearbox is a delight. Please call 01944 758000, Yorkshire and the Humber. (T) 110061

PORSCHE 911



2008, 11500 miles, £129,990. 911 (997) GT3 RS. Carrara White with Black interior and extended alcantara/carbon fibre. Sport Chrono, Carbon package. An awesome machine!. Please call 07495704434, Yorkshire and the Humber. 109907

TVR CHIMAERA



2003, 29732 miles, £29,995. Chimaera 450. Less than 30k miles from new with only 4 previous owners. In Paris Blue, with grey trim. Front seats now in Grey Leather. Extremely good condition. Please call 01636 812700, East Midlands. (T) 109962

VAUXHALL CORSA



2017, 39320 miles, £4,995. 1.4 petrol. Low mileage but Will rise as car is Still in use. Mot due 3rd September 2022. Excellent runner. Cat S was bumper damaged, repaired, new bumper fitted and sprayed to correct car colour. Receipts to prove. Please call 07961056235, Yorkshire and the Humber. 110170

VOLKSWAGEN TIGUAN



2017, 38000 miles, £26,349. 2.0 TDi 150 4Motion R-Line 5dr DSG. WHITE DSG R- LINE HAS PAN ROOF, BLACK PACK and AERO STYLING KIT. Please call 02879633011, Ireland. 110106



TO ADVERTISE VISIT:
WWW.MOTORFREEADS.CO.UK

OR EMAIL:
CARS@KELSEYCLASSIFIEDS.CO.UK

WEB DIRECTORY

ACCOUNTANCY

garry@goosetaxation.com

0800 772 0956

www.goosetaxation.com



Goose
Taxation

COMMUNICATIONS

Pit to Car
Radio & GSM
solutions

0044(0)1508 528837

www.raceradio.co.uk

Autotel
Digital Race
Radio

ELECTRONICS

Vehicle
Wiring
Products

0115 930 5454

www.vehicleproducts.co.uk

ENGINES


Craig Beck Racing Ltd
T: 07876 221 932
E: craig@craigbeckracing.co.uk
www.craigbeckracing.co.uk


www.cometicgaskets.co.uk
Tel: 01638 779 119
info@cometicgaskets.co.uk

ENGINES

GroupBmotorsport.com

Builder Street, Llandudno, LL30 1DR
sales@groupbmotorsport.com

01492 339574

TRACK
DAYCLASSIC
MOTORSPORTMODERN
MOTORSPORT

AUTHORISED
REPAIR CENTRE

EXHAUSTS

SIMPSON
Race Exhausts

The Stainless Steel Rally Exhaust Specialists ...

Follow Us twitter.com/SimpsonExhausts

Like Us facebook.com/SimpsonRaceExhausts

01753 532 222 // www.SimpsonRaceExhausts.com

GEARBOXES



Rally & Race Gearboxes,
GearKits, LSD's and Driveshafts

T: 01782 280 136 F: 01782 269 913
E: sales@eliteracingtransmissions.com

visit: EliteRacingTransmissions.com

GEARBOXES

Gearboxman.com
COMPETITION TRANSMISSION SERVICES

Gearboxes and Axles for Road // Race // Rally // & more
Telephone: 01582 840 008 Fax: 01582 840 007

INSURANCE

TRACK DAY INSURANCE

Buy online in minutes - trackday-reis.co.uk

*Conditions apply

0115 965 1020 / www.reis.co.uk / talk2us@reis.co.uk



*Track Day Insurance Policy Conditions: Cover is provided for damage received on track only.
Cover is not available for Nurburgring/Nordschleife. All conditions and benefits are subject to
eligibility and underwriting criteria.
Reis Motorsport Insurance is a trading name of Insurance Factory Limited. Insurance Factory Limited
is authorised and regulated by the Financial Conduct Authority (No. 306164). Registered Office:
45 Westham Road, Sevenoaks, Kent TN13 2QB.

OILS & LUBRICANTS

 **witham**
Motorsport
OILS

www.withammotorsport.co.uk

RACE & RALLY PARTS

BURTON
The POWER to Perform

020 8518 9136

www.burtonpower.com

RACE & RALLY PARTS

 **Cambridge**
Motorsport Parts
Tel: 00 44 (0) 1462 684300 www.cambridgemotorsport.com

RACE & RALLY PARTS

CompBrake
Designers in Motorsport

www.compbrake.com

+44(0) 1744 895 888

Please visit our website for a free catalogue

RACE & RALLY PARTS

 **orranje**
orranje.co.uk

MINI Performance Parts, MINI Tuning & MINI Styling Products,
for MINI Enthusiasts by MINI Enthusiasts.

@OranjeP #orranje @OranjeP /OranjePerformance

RACE & RALLY PARTS

Rally Design

www.rallydesign.co.uk

01227 792 792

DRY SUMP

PAC
OIL PUMPS & DRY SUMP SYSTEMS
www.pacepumps.co.uk

TRAILERS & TRANSPORTERS


www.WOODFORDTRAILERS.com
HIGH QUALITY TRAILERS FOR CLUB, PRIVATE AND PRO MOTORSPORTS
Tel: +44(0)1327 263384
sales@woodfordtrailers.com

WHEELS

The Strength of Experience **speedline**
 Tel: +44 (0) 1952 582 825 
e-mail: info@speedlinecorse.co.uk | website: www.speedlinecorse.net

THE VOICE OF BRITISH MOTORSPORT

MOTORSPORT
NEWS

THIS CLASSIFIED SECTION WAS BROUGHT TO YOU BY:

Russell Bedford

Account Director

T: +44 (0) 1732 445 328

E: Russell@talkmediasales.co.uk

Natalie Harman

Account Manager

T: +44 (0) 1732 446 757

E: Natalie.harman@talkmediasales.co.uk

Matt Ryan

Advert Production Manager

T: +44 (0) 1732 446 755

E: Production@talkmediasales.co.uk

**TO ADVERTISE YOUR PRODUCTS AND SERVICES
IN OUR NEXT ISSUE PLEASE CALL NATALIE HARMAN
01732 445325**

TRAX

THE ULTIMATE PERFORMANCE CAR EVENT



SUNDAY 3RD OCTOBER

SILVERSTONE CIRCUIT

DEDICATED CLUB DISPLAY AREAS
LIVE ACTION ENTERTAINMENT
DRIFT DEMONSTRATIONS
ALL DAY TRACK ACTION
RETAIL VILLAGE

**BOOK
NOW!**



fastford

PERFORMANCE
BMW

Performance
VW

BOOK ONLINE NOW
WWW.TRAXSHOWS.CO.UK

Booking fee applies. Under 18s must be accompanied by an adult. All attractions are subject to change.
Advance public tickets sales close Midnight Friday 1st October 2021. Club booking deadline Monday
20th September 2021 or until space sells out. Warning motorsport can be dangerous.